The Hong Kong Daily Press.

No. 5168 第千八百壹十六八年 日九十二月 光緒 HONGKONG, MONDAY, FEBRUARY 25TH, 1884. 一千八百八十四年二月二十五號 [PRICE $2½ PER MONTH

SHIPPING.

ARRIVALS.

February 23, SIAMESE CROWN, Siamese ship, 500, C. L. Jorgensen, Bangkok 23rd December, General.—CHINESE.

February 23, CHEANG HOCK KIAN, British steamer, 956, F. Webb, Swatow 22nd February, General.—BUN HIN & Co.

February 23, FUSHUN, British str., 1,503, A. Croad, Shanghai 20th February, General.—C. M. S. N. Co.

February 23, KUMAMOTO MARU, Japanese steamer, 1,282, J. Drummond, Kobe and Nagasaki 19th February, General.—MITSU BISHI MAIL S. S. Co.

February 23, THALES, British steamer, 820, T. G. Pocock, Swatow 22nd February, General.—DOUGLAS LAPRAIK & Co.

February 23, SIGHALIEN, French str., 2,580, Homery, Shanghai 21st February, Mails and General.—MESSAGERIES MARITIMES.

February 23, AFRICA, Portuguese transport, A. D. Pedrozo, Macao 23rd February.

February 23, SILTEE, French steamer, 923, V. Aranguren, Haiphong 21st February, General.—A. R. MARTY.

February 24, NINGPO, British steamer, 761, Crawford, Shanghai 21st February, General.—SIEMSSEN & Co.

February 24, DOUGLAS, British steamer, 982, Samuel Ashton, Foochow 21st, Amoy 22nd, and Swatow 23rd February, General.—DOUGLAS LAPRAIK & Co.

February 24, HOIHOW, British steamer, 899, Alfred Vardin, Haiphong 21st Feb., General.—BUTTERFIELD & SWIRE.

February 24, CONSTANZE, German sh., 977, C. Jacobs, Cardiff 22nd Oct., Coals.—P. & O. S. N. Co.

February 24, PEKING, British steamer, 954, Henermann, Canton 24th Feb., General.—SIEMSSEN & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, FEBRUARY 23RD.

Glenearn, British str., for Shanghai.
V. de Strasbury, French str., for Saigon.
Castellano, Spanish str., for Manila.
Tartar, German brig, for Manila.
Amoy, British str., for Shanghai.
Fooksang, British str., for Shanghai.
Amatista, British str., for Iloilo.
Diamante, British str., for Amoy.
Kwangtung, British str., for Swatow.
De Bay, British str., for Nagasaki.
O. H. Kian, British str., for Singapore.

DEPARTURES.

February 22, VILLARS, French corvette, for Amoy.

February 23, CHOP-CHUNG, Chinese gunboat, for Canton.

February 23, CHOP-SAI, Chinese gunboat, for Canton.

February 23, STAR OF CHINA, British bark, for Whampoa.

February 23, AMOY, British steamer, for Shanghai.

February 23, GLENEARN, British steamer, for Shanghai.

February 23, AMATISTA, British steamer, for Iloilo.

February 23, DIAMANTE, British steamer, for Amoy.

February 23, CASTELLANO, Spanish steamer, for Manila.

February 23, TRIUMPH, German steamer, for Quangai.

February 23, PEMBROKESHIRE, British str., for Kuchinotzu.

February 24, CHEANG HOCK KIAN, British str., for Singapore.

February 24, FRIEDRICH, German bark, for London.

February 24, VILLE DE STRASBURG, French str., for Saigon.

February 24, FUSHUN, British steamer, for Canton.

February 24, TARTAR, German brig, for Manila.

February 24, FOOKSANG, British steamer, for Shanghai.

February 24, KWANGTUNG, British steamer, for Coast Ports.

February 24, NINGPO, British steamer, for Canton.

February 24, LINNET, British gunboat, for Canton.

PASSENGERS.

ARRIVED.

Per *Cheang Hock Kian*, str., from Swatow.—640 Chinese for Straits Settlements.

Per *Fushun*, str., from Shanghai.—Messrs. Golding, and Rosel, and 200 Chinese.

Per *Thales*, str., from Swatow.—110 Chinese.

Per *Kumamoto-Maru*, str., from Kobe and Nagasaki.—Mr. Mayibaya, 3 Japanese, and 9 Chinese, deck.

Per *Saghalien*, str., from Shanghai.—Messrs. J. B. Smith and servant, Moses and servant, and 6 Chinese, for Hongkong. For Marseilles.—Messrs. MacFrank, A. Bartley, G. B. Baber, and Dr. H. Bohr.

Per *Sallee*, str., from Haiphong.—3 Europeans and 33 Chinese.

Per *Hoihow*, str., from Haiphong.—2 Europeans and 7 Chinese.

Per *Ningpo*, str., from Shanghai.—Mr. Hermann, and 34 Chinese.

Per *Douglas*, str., from Coast Ports.—Sister Ferari, Mr. Chambers, and 45 Chinese.

REPORTS.

The British steamer *Hoihow* reports left Haiphong on the 21st inst., and had moderate N.E. winds and fine weather.

The British steamer *O. H. Kian* reports left Swatow on the 22nd instant, and had moderate N.E. winds and cloudy weather throughout.

The British steamer *Thales* reports left Swatow on the 22nd inst., and experienced moderate monsoon with clear weather throughout.

The British steamer *Fushun* reports left Shanghai 6 a.m., 20th inst., and had moderate N.E. winds and clear weather throughout.

The British steamer *Ningpo* reports left Shanghai on the 21st inst., and experienced fresh monsoon and hazy weather throughout the passage.

The British steamer *Douglas* reports left Foochow on the 21st inst., Amoy on the 22nd, and Swatow on the 23rd; experienced fresh N.E. winds and fine weather. In Foochow British gunboat *Foxhound*, strs. *Haeshin* and *Namoa*. In Amoy British corvette *Cleopatra*, sloop *Flying Fish*, French ironclad *Triomphante*, strs. *Jeddah* and *Rossiya*. In Swatow strs. *Camoria*, *Nanshan*, and *Bajnattianuhar*.

AMOY SHIPPING.

February— ARRIVALS.

13, Glucksburg, German str., from H'kong.
13, Fokien, British str., from Taiwanfoo.
15, Hailoong, British str., from Taiwanfoo.
15, C. H. Kian, British str., from H'kong.
15, Flying Fish, British sloop, from H'kong.

February— DEPARTURES.

13, Androklos, British bark, for Takao.
13, Tory, British str., for Singapore.
13, Fokien, British str., for Swatow.
14, Willie, British gun. sch., for Swatow.

INTIMATIONS.

LANE, CRAWFORD & Co. STORE-KEEPERS, WINE MERCHANTS, &c.,

have received the following FRESH STORES from CROSSE & BLACKWELL and other best packers:—

Dried and Fresh HERRINGS.
KIPPERED HERRINGS, and YARMOUTH BLOATERS.
BARNES' CELEBRATED HOME-MADE JAMS.
FRENCH JAMS and BUTTER. KEILLER'S MARMALADE.
PATE DE FOIS GRAS and ASSORTED ENGLISH PATES.
ENGLISH, FRENCH, DUTCH, and AMERICAN ASPARAGUS.
GALENTINE OF GAME, BRAWN, BOARS' HEAD CAVIARE.
BEST FRENCH SARDINES, in Oil and Citron.
OX TONGUES, PICNIC TONGUES, DRIED TONGUES, &c.
SAUCES, CHUTNIES, CHEESE, HONEY.
FRENCH, ENGLISH and AMERICAN TINNED VEGETABLES, SOUPS, SARRAGON, VINEGAR, &c.
BEART'S CELEBRATED SUFFOLK BACON and HAMS.
ASSORTED WINES, SPIRITS, and LIQUEURS, as per lists.

LANE, CRAWFORD & Co.
18th February, 1884. [32

PORTLAND CEMENT.
J. B. WHITE & BROS.
SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & Co.
Hongkong, 11th April, 1883. [2268

INSURANCES.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co.,
Agents.
16th November, 1872. [12

FIRE INSURANCE COMPANY, OF 1877. IN HAMBURG.

THE Undersigned Agents of the above Company, are Prepared to ACCEPT RISKS at Current Rates.

PUSTAU & Co.,
Agents.
18th January, 1884. [192

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & Co.
1st January, 1883. [16

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

THE Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.

ARNHOLD, KARBERG & Co.
January 1882. [958

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.

LUM SIN SANG, Esq.
BAN HUP, Esq. | YOW CHONG PENG, Esq.
CHAN LI CHOY, Esq. | Q. HOE CHUNE, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN,
Secretary.
HEAD OFFICE,
No. 2, Queen's Road West,
Hongkong, 14th March, 1881. [1705

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & Co.
5th November, 1883. [2004

SUN FIRE OFFICE.

The Undersigned are prepared from this date to GRANT POLICIES against FIRE at the Reduced Tariff Rates to the extent of $50,000 on First-class Risks.

LINSTEAD & DAVIS,
Agents,
Sun Fire Office.
12th May, 1881. [13

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST. A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.
25th July, 1872. [11

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

The Undersigned, as Agents for the above Company, are prepared from this date to GRANT POLICIES upon FIRST-CLASS RISKS to the extent of £15,000, at the Reduced Tariff Rates.

DOUGLAS LAPRAIK & Co.
11th May, 1881. [14

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at ¼ per Cent. Nett premium per Annum.

NORTON & Co., Agents.
20th May, 1881. [

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:—

On First-class European Tenements ..... at ½% Net per Annum.
On First-class Godowns, & Merchandise stored therein ..... at ½% Net per Annum.
On Coals ..... at 1% Net per Annum.
On Petroleum in Licensed Godowns ..... at 1½% Net per Annum.
On First-class Chinese Tenements ..... at 2% Net per Annum.
On Second-class Chinese Tenements ..... at 2½% Net per Annum.

DOUGLAS LAPRAIK & Co.,
Agents for Phœnix Fire Office.
5th August, 1881. [15

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL...$5,000,000.
INSTALMENT received on NEW SHARES... } 926,765.62.
$5,926,765.62.
RESERVED FUND...$2,500,000.
INSTALMENTS of PREMIUM received on NEW SHARES..... } 693,336.43.
$3,193,336.43.

COURT OF DIRECTORS:—
Chairman—WM. REINIES, Esq.
Deputy Chairman—W. S. YOUNG, Esq.
H. L. Dalrymple, Esq. | A. McIver, Esq.
A. Gilfillan, Esq., | F. D. Sassoon, Esq.
Hon. F. B. Johnson. | M. E. Sassoon, Esq.
A. P. McEwen, Esq. | W. H. Forbes, Esq.

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq., MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 25th August, 1883. [7

ORIENTAL BANK CORPORATION.

(INCORPORATED BY ROYAL CHARTER).

PAID-UP CAPITAL..... £1,500,000.
RESERVE LIABILITY UNDER CHARTER..... £1,500,000.

LONDON BANKERS:
BANK OF ENGLAND.
UNION BANK OF LONDON, LIMITED.
BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DEPOSITS:
At 3 Months' Notice, 3 per Cent. per Annum.
At 6 Months' Notice, 4 per Cent. per Annum.
At 12 Months' Notice, 5 per Cent. per Annum.
Current Accounts kept on Terms which may be learnt on application.

J. MELVILLE MATSON,
Manager.
Hongkong, 1st June, 1882. [8

TO BE LET.

TO LET.

TWO BUNGALOWS, Nos. 33 and 35, POKEFULUM ROAD and THIRD STREET.
Apply to
BELILIOS & Co.
20th February, 1884. [408

TO LET.

NOS. 4, 7, and 8, SEYMOUR TERRACE.
No. 16, HOLLYWOOD ROAD.
No. 25B, PRAYA CENTRAL.
Apply to
DAVID SASSOON, SONS & Co.
28th June, 1883. [27

COALS TAKEN ON STORAGE at moderate terms.
Apply to
MEYER & Co.
1st February, 1884. [370

HONGKONG WHARF & GODOWNS.

Goods received on STORAGE at Moderate Rates, in First-class Godowns.
Also
Entire GODOWNS to be LET.
Apply to MEYER & Co.
3rd March, 1881. [1057

TO BE LET.
With Immediate Possession.

THE DETACHED RESIDENCE known as "BERYL," situate at Kowloon, with Flower and Vegetable Gardens and Tennis Lawn. Rent moderate.
Apply to
HENRY J. HOLMES,
Solicitor,
Zetland Street.
8th February, 1884. [328

TO BE LET.

NO. 9, MOSQUE TERRACE.
No. 18, ELGIN STREET.
"ELGIN VILLA," CAINE ROAD.
OFFICES in QUEEN'S ROAD CENTRAL.
HOUSES in SPRING GARDENS, at moderate Rentals.
GODOWNS, EAST and WEST POINTS.
Apply to
LINSTEAD & DAVIS.
8th February, 1884. [334

TO BE LET.

LARGE and SMALL COAL GODOWNS at Wanchai, with Water Frontage.
Apply to
LINSTEAD & DAVIS.
5th January, 1884. [98

TO BE LET.
From 1st February, 1884.

THE PREMISES in FLETCHER'S BUILDINGS, No. 6, Queen's Road, at present in the occupation of Mr. George Stainfield. Also, with immediate possession, some SMALL GODOWNS under the Temperance Hall.
Apply to
LINSTEAD & DAVIS.
5th January, 1884. [100

TO LET.

GODOWNS Nos. 64 and 65, PRAYA EAST, BOWRINGTON.
Apply to
D. NOWROJEE,
Victoria Hotel.
23th December, 1883. [31

TO LET.

ROOMS in CLUB CHAMBERS.
Apply to
DOUGLAS LAPRAIK & Co.
1st February, 1882. [28

TO LET.

THE PREMISES now occupied by us No. 11, Queen's Road Central.
For Further Particulars, apply to Messrs. RUSSELL & Co.
GEO. R. STEVENS & Co.
1st August, 1883. [30

SUN SHING
DEALER IN SILKS,
Canton and Shanghai Gauzes, Crape Shawls, Lacquered and Ivory Ware, Curiosities, Ornaments, Inlaid Chairs and Tables, &c., &c.,
GOLD AND SILVER JEWELLER,
ENGRAVER ON STAMPS, SEALS, &c., &c.,
No. 62, QUEEN'S ROAD, HONGKONG.

NOTE.—This Firm is the oldest established of the kind in Hongkong, and has no connection with any other of similar hong name.
SUN SHING. [1610

T. ALGAR AND COMPANY.
HOUSE AND ESTATE AGENTS,
RENTS COLLECTED.
BROWN, JONES & CO.,
UNDERTAKERS,
MOURNING STATIONERY, &c.,
MONUMENTS ERECTED,
6, QUEEN'S ROAD EAST. [22

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received instructions from A. MENCARINI, Esq., Spanish Consul, to Sell by Public Auction, on
WEDNESDAY,
the 27th February, 1884, at 2 P.M., at his Residence, Ball's Court West,
THE WHOLE OF HIS HOUSEHOLD FURNITURE, &c.
Comprising:—
CRETONNE COVERED DRAWING ROOM SUITES, ROSE WOOD CENTRE TABLE, BLACK WOOD MARBLE TOP TABLES, CARD TABLES, CHIMNEY GLASSES and ORNAMENTS.
DINING TABLE, SIDEBOARD, WHATNOTS, DINNER, DESSERT and TEA SETS, GLASS and PLATED WARE.
DOUBLE BEDSTEAD, Double-Winged WARDROBE, WARDROBES, CHEST OF DRAWERS, MARBLE TOP TOILET TABLE and WASHSTAND.
SUNDRY PLANTS in Pots.
&c., &c., &c.
Catalogues will be issued.
TERMS OF SALE.—As customary.
J. M. ARMSTRONG,
Auctioneer.
20th February, 1884. [407

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on
WEDNESDAY,
the 27th day of February, 1884, at the Premises at 3 P.M.,
By order of the MORTGAGEE,
HOUSE No. 120, in Jervois Street, registered in the Land Office as SECTION B of INLAND LOT No. 191, B. Held for 999 years.
And,
THREE HOUSES in Tank Lane, Nos. 23, 25, and 27, registered in the Land Office as SECTION A of INLAND LOT No. 279. Held for 999 years
For Particulars and Conditions of Sale, apply to
J. M. GUEDES,
Auctioneer.
18th February, 1884. [390

FOR SALE AT SAIGON.

THE German Barque
"MARGRETHE,"
Captain Jessen, built in 1875 of Teak Wood, reclassed in Veritas in 1880 3/3 L * for 12 years and now lying dismasted in the port of Saigon, will be sold there at Public Auction, on 8th March next, at 8 A.M.
23rd February, 1884. [422

INTIMATIONS.

KELLY AND WALSH'S NEW TAUCHNITZ VOLUMES.

Belinda, by Rhoda Broughton.
The Mistletoe Bough, by Anthony Trollope.
Ghost of Charlotte Cray, by Florence Marryatt.
Her First Appearance—Author of Molly Bawn.
Through One Administration—F. H. Burnett.
Phantom Fortune—Miss Braddon.
Wanda—Ouida.
A Chance Acquaintance—W. D. Howells.
Regimental Legends—J. S. Winter.
Disarmed—Miss Bethan Edwards.
La Mère Bauche—Anthony Trollope.
Life's Aftermath—Emma Marshall.
French Poets and Novelists—Henry James.
Life on the Mississippi—Mark Twain.
Their Wedding Journey—W. D. Howells.
Treherne's Temptation—Alaric Carr.
June—Mrs. Forrester.
One Tramp—John Habberton.

JUST RECEIVED.

Powerful Field, Marine, and Opera Glasses.
New Sketching Blocks.
Whatman's Drawing Paper.
Tracing Cloth and Trading Paper.
Whittaker's Almanacks, 1884.
Nautical Almanacks, 1884.
New Meerschaum and Briar Root Pipes and Cigar and Cigarette Holders.
KELLY & WALSH.—HONGKONG. [25

BOOTS, SHOES, &c.

W. BREWER is now showing a large Consignment of 1,000 pairs of
LADIES', GENTLEMEN'S AND CHILDREN'S
BOOTS AND SHOES,
which, to effect a speedy clearance, he will sell
at English Prices.
A quantity of LAWN TENNIS SHOES.
W. BREWER,
26] Queen's Road.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

QUARANTINE IN EUROPE.

PASSENGERS and SHIPPERS by the above Company's steamers are informed that Quarantine enforcements have been reduced at MARSEILLES to 24 hours and at VENICE to 2 days, performed on board the steamer at both Ports.

Quarantine will probably be removed from all ports by the time steamers now leaving China will arrive in the MEDITERRANEAN.

Passengers by the Company's steamers have always the option of continuing the journey on to London, on payment of the difference of fare.

A. McIVER,
Superintendent.
12th February, 1884. [245

ROBT. SIM & Co.'S PATENT ANTI-FOULING COMPOSITION
as supplied to
Her Majesty's Ships; The P. & O. S. N. Co.; The Douglas Steamship Co.; The Japanese Government.
Sole Agent, China, Japan, and Manila.
EDWARD GEORGE.
31st January, 1884. [258

OLD HIGHLAND WHISKY.

WE have appointed Messrs. OVERBECK & Co., of Shanghai, Sole Agents for the sale of our OLD HIGHLAND WHISKY in China and Hongkong.
Kilmarnock and London. } 16th November, 1883.
JOHN WALKER & SONS.

For Sale at $8 per Case of 1 dozen Bottles.
SIEMSSEN & Co.
Hongkong, 18th January, 1884. [193

A FONG,
PHOTOGRAPHER,
HAS a LARGER, CHOICER, and more COMPLETE COLLECTION of VIEWS, than any other in the Empire, the Copies of which are only to be purchased from this Studio or Messrs. KELLY & WALSH'S Store.
INSTANTANEOUS VIEWS, GROUPS and PORTRAITS taken daily.
Also,
A Set of PHOTOGRAPHIC VIEWS of the scene of the late Riot in Canton.
IVORY MINIATURES of superior excellence and high finish, painted by native artists under careful supervision, from $7.
STUDIO, QUEEN'S ROAD,
Nearly opposite the Hongkong Hotel. [45

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

STEAMSHIP "KUMAMOTO-MARU," FROM KOBE AND NAGASAKI.

CONSIGNEES of Cargo by the above Vessel are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge or remaining on board after TUESDAY, the 25th February, 1884, will be landed and stored at Consignees' expense and risk.

No Fire Insurance will be effected.

H. J. H. TRIPP,
Agent,
Mitsu Bishi Mail Steamship Co.
23rd February, 1884.

FROM GLASGOW, LONDON, PENANG, AND SINGAPORE.

THE Steamship
"GLENEARN,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, whence and from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before FOUR P.M. TO-DAY, the 20th instant.

Cargo remaining undelivered after the 27th instant, will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.
20th February, 1884. [409

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship
"ASHBURNE,"
having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co.,
General Managers.
21st February, 1884. [411

TO CONSIGNEES OF OPTIONAL CARGO, EX O. S. S. CO.'S S.S. "LAERTES." FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 25th inst., for shipment per steamer "PATROCLUS."
BUTTERFIELD & SWIRE, Agents.
19th February, 1884. [402

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "LAERTES,"
are hereby notified that the Cargo is being discharged into Craft, and landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 20th February, 1884.

Goods undelivered after the 26th inst., will be subject to Rent.

BUTTERFIELD & SWIRE, Agents.
19th February, 1884. [402

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

Ex "SAGHALIEN."

No Mark, No Number, 2 Bundles Iron.
H (in triangle) S (on top) No. 390,—1 Case.
S J No. 3,—1 Case.
FOO No. 7469,—1 Bag Raisins.
A M & J S 196,—1 Case Vermonth.
A S P Nos. 501 to 525,—25 Cases Vermouth.
A S P Nos. 527 to 550,—24 Cases Vermouth.
S & C No. 1,—1 Case.
O E M H Nos. 1, 6, 7, 9,—4 Cases.

J. MARTIN,
Acting Agent.

INTIMATIONS.

NOTICE.

IT is hereby notified to the Public that the Military Authorities are about to lay a MINE FIELD on the Hongkong side of the LYE MUN PASS, for the purpose of making experiments.

The Field will be marked by two buoys moored in the Centre of the Pass; and to prevent fouling the Mine Cases and Moorings, Masters of Vessels navigating the Channel are cautioned to keep on the North East or Chinese side of the said buoys.

Guard Boats will be stationed to warn Shipmasters previous to firing the Mines.

(Signed) H. G. THOMSETT,
Harbour Master, &c.
Harbour Department,
Hongkong, 5th February, 1884. [330

NOTICE.

MASTERS OF JUNKS are directed to keep on the Chinese side of the LYE MUN PASS, when going through that Channel, in order to avoid damage from Mines which are to be laid on the Hongkong side of the Pass.

(Signed) H. G. THOMSETT,
Harbour Master.
Harbour Department,
Hongkong, 5th February, 1884. [331

AGENCIES ORIGINALLY ESTABLISHED IN CHINA IN 1847.

CUTLER, PALMER & Co., WINE SHIPPERS,
call attention to some of the Specialities they now consign to China, viz:—

Their Old **** COGNAC; quality never varies any more than does their *** COGNAC quality.

Their own Blend of SCOTCH WHISKY, Highland Malt.

Their Genuine PORT for Invalid's use.

Their SHERRY, which maintains a good repute.

Their CLARETS, as produced in the vineyards.

The ROYAL CHAMPAGNE, used by Her Majesty the Queen.

These among other items are always to be had at the Godowns of our Friends

JARDINE, MATHESON & Co., Hongkong and Shanghai.

SIEMSSEN & Co., Hongkong and Shanghai.

LANE, CRAWFORD & Co., Hongkong.

We maintain quality, and our prices are consistent therewith and at the same time reasonable. [2096

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.
Hongkong, January, 1867. [20

JOSEPH GILLOTT'S STEEL PENS.

GOLD MEDAL,
PARIS, 1878.

Sold by all
Stationers and Dealers. [929

INTIMATIONS.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTEENTH ORDINARY MEETING OF SHAREHOLDERS in this Colony or elsewhere.

Good Reference and Testimonials.

Apply to
S. S.,
Care of Fohkien Printing Office,
Amoy.
25th February, 1884. [423

NAVAL CONTRACTS, 1884-85.

SEALED TENDERS, in duplicate, will be received by the Undersigned, until NOON, on THURSDAY, the 6th proximo, from persons desirous of supplying the following Articles for the use of H. M. Navy for the year 1884-85, viz:

BISCUITS.	FRESH MILK.
SOFT BREAD.	RAISINS.
FRESH BEEF.	RICE.
„ VEGETABLES.	SUGAR.
„ POTATOES.	TEA.
and WATER.	

Printed Forms of Tenders and further particulars can be obtained at the Naval Storekeeper's Office.

The right to reject the lowest or any Tender is reserved.

W. H. LOBB,
Storekeeper.
H. M. Victualling Yard.
25th February, 1884. [427

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship
"THALES,"
Captain Pocock, will be despatched for the above Port TO-MORROW, the 26th instant, at DAYLIGHT.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
23rd February, 1884. [423

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Company's Steamship
"DOUGLAS,"
Captain S. Ast on, will be despatched for the above Ports on THURSDAY, the 28th instant, at DAYLIGHT.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
23rd February, 1884. [424

WANTED—By the Undersigned a SITUATION of a CLERK. Good references.

Z,
Care of "Daily Press."
19th February, 1884. [401

CANTON INSURANCE OFFICE, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1883.

CONTRIBUTORS to the above Office are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December, 1883, in order that the Distribution of Bonus may be arranged. Returns not rendered prior to the 20th March next will be adjusted by the Office and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Agents,
Canton Insurance Office, Limited.
21st February, 1884. [417

NOTICE.

IN THE SUPREME COURT OF HONGKONG.

SUMMARY JURISDICTION.

SUIT No. 187 of 1884.

BETWEEN—FLORINDO DUARTE GUEDES.—PLAINTIFF.
And
COMBA BAZILIA MONSON, otherwise ROZA, and ANOTHER.—DEFENDANTS.

IN Pursuance of a Judge's Order made in this cause, in virtue of Section VIII of "The Hongkong Code of Civil Procedure," on the 7th day of February instant, the above named defendant COMBA BAZILIA MONSON otherwise ROZA is hereby required to take NOTICE that by a Writ of Summons issued at the instance of the above named Plaintiff on the 4th day of February instant, she the said COMBA BAZILIA MONSON, is commanded to attend at the Supreme Court of Hongkong, on FRIDAY, the 29th day of February, 1884, at TEN of the CLOCK in the forenoon; being the day and time appointed for the hearing of this Suit.

The said COMBA BAZILIA MONSON is further required to take NOTICE, that if she fail to attend at the hearing of this Suit at the place and time aforesaid, the Court may proceed, notwithstanding her absence; and may, on the evidence adduced by the Plaintiff, give such judgment as may to the Court appear just.

Dated the 9th day of February, 1884.

DANIEL E. CALDWELL,
Solicitor for the Plaintiff,
50, Queen's Road,
346] Victoria.

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

NOTICE.—JAMES DANIEL WOODFORD, residing at No. 223, Spring Gardens, Wanchai, Hongkong, Bank Clerk, having been adjudged Bankrupt under a Petition for adjudication filed in the Supreme Court of Hongkong in Bankruptcy, on the 7th day of February, 1884, is hereby required to surrender himself to EDWARD JAMES ACKROYD, Esquire, the Registrar of the said Court, at the First Meeting of Creditors, to be held by the said Registrar, on Friday, the 29th day of February, 1884, at 11 o'clock in the forenoon precisely, at his Chambers, in the Supreme Court House.

The said EDWARD JAMES ACKROYD, Esquire, is the Official Assignee, and Mr. DANIEL EDMUND CALDWELL is the Solicitor in the Bankruptcy.

All Persons indebted to the said Bankrupt or who have any Property or Effects of his in their possession, are hereby warned not to pay the said Debts or deliver the said Property or Effects except to the said Assignee.

A Public Sitting will hereafter be appointed by the said Court for the said Bankrupt to pass his last or final Examination, and to make application for his Discharge, of which Sitting notice will be given in the *Hongkong Government Gazette*.

At the First Meeting of Creditors, the Registrar will receive the Proofs of the Debts of the Creditors, and the Creditors, who shall have proved their Debts respectively, or the majority in value of the said Creditors, are hereby directed to choose at such Meeting an Assignee or Assignees of the Bankrupt's Estate and Effects to be called the Creditors' Assignee or Assignees.

Dated this 9th day of February, 1884.

DANIEL E. CALDWELL,
Solicitor acting in the said Bankruptcy,
345] 50, Queen's Road.

GEORGE GOULET CHAMPAGNE.

PUSTAU & Co.,
Agents.
18th January, 1884. [191

INTIMATIONS.

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, No. 14, Praya Central, TO-MORROW, the 26th instant, at 3.30 P.M., for the purpose of receiving the Report of the Directors and a Statement of Accounts to December 31st, 1883.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 12th to TUESDAY, the 26th instant, both days inclusive.

By Order of the Board of Directors,
D. GILLIES,
Secretary.
5th February, 1884. [302

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Offices of the Company, No. 7, Queen's Road, at TWELVE O'CLOCK, NOON, of THURSDAY, the 28th February instant, to receive a Statement of Accounts to the 31st December, 1883, the Report of the General Managers, and to elect a Consulting Committee and Auditors.

JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Co., Limited.
5th February, 1884. [305

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE

THE TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 26th day of February instant, both days included.

JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Co., Limited.
5th February, 1884. [306

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on THURSDAY, the 28th day of February current, at THREE O'CLOCK P.M., for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1883.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.
6th February, 1884. [312

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS OF SHARES of the Corporation will be CLOSED from the 14th to the 28th February current (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors.
T. JACKSON,
Chief Manager.
6th February, 1884. [313

THE ANNUAL GENERAL MEETING OF THE MEMBERS OF THE HONGKONG GENERAL CHAMBER OF COMMERCE will be held on FRIDAY, the 29th instant, at 3.30 P.M., at the CITY HALL.

By Order,
EDWARD GEORGE,
Secretary.
20th February, 1884. [406

HONGKONG ENGINEERS' INSTITUTE.

NOTICE.

A GENERAL meeting of MEMBERS of the above will be held on WEDNESDAY, the 5th March, at the Institute Rooms at 8.15 p.m.

JAMES K. REDBECK,
Hon. Sec.
22nd February, 1884. [420

MAIL TABLES.

THE TABLE of ARRIVALS and DEPARTURES of ENGLISH and FRENCH MAILS at and from LONDON and HONGKONG will be found in "THE CHRONICLE AND DIRECTORY," p. 401 of large edition, p. 649, small edition.

Separate Copies, with Anglo-Chinese Calendar can be had at 10 Cents each or $1 per dozen.

"Daily Press" Office,
1st February, 1884. [231

NOTICE.

In the matter of the Estate of JAMES WALTER CONNER, late of Victoria, in the Colony of Hongkong,

NOW READY.

THE CHRONICLE & DIRECTORY
FOR 1884.
With which is incorporated
THE CHINA DIRECTORY,

(TWENTY-SECOND ANNUAL ISSUE).
ROYAL OCTAVO, pp. 1,080.....$5.00.
SMALL EDITION, pp. 684.....$3.00.

THE CHRONICLE AND DIRECTORY has been thoroughly revised and brought up to date, and is again much increased in size.

It contains DESCRIPTIVE and STATISTICAL ACCOUNTS of, and DIRECTORIES for

HONGKONG—
Do. Ladies' Directory
Do. Military Forces.
Do. Chinese Hongs.
MACAO.
CHINA—
Pakhoi.
Hoihow.
Whampoa.
Canton.
Swatow.
Amoy.
Takao.
Taiwanfoo.
Tamsui.
Keelung.
Foochow.
Wenchow.
Ningpo.
Shanghai.
Chinkiang.
Wuhu.
Kiukiang.
Hankow.
Ichang.
Chungking.
Chefoo.
Tuku.
Tientsin.
Peking.
Newchwang.
COREA—
Söoul.
Jenchuan.
Fusan.
Yuensan.
VLADIVOSTOCK.
JAPAN—
Nagasaki.
Kobe (Hiogo).
Osaka.
Tokio.
Yokohama.
Nii ata.
Hakodate.
THE PHILIPPINES—
Manila.
Cebu.
Iloilo.
BORNEO—
Sarawak.
Labuan.
British North Borneo.
COCHIN CHINA—
Saigon.
Cambodia.
ANNAM—
Hué.
Turon.
Quinhon.
TONQUIN—
Haiphong.
Hanoi.
SIAM—
Bangkok.
STRAITS SETTLEMENTS.
Singapore.
Malacca.
Penang.
MALAY STATES—
Johore.
Sungei Ujong.
Selangor.
Perak.

NAVAL SQUADRONS—
British.
French.
United States.
German.

SHIPPING—Officers of the Coasting Steamers of
P. & O. S. N. Co.
Messag. Maritimes.
M. B. M. S. S. Co.
Indo-China S. N. Co.
Douglas S. S. Co.
China Merchants'
China & Manila Co.
Siemssen & Co.
H. C. & M. S. B. Co.
Scottish Oriental
Miscellaneous Coast Steamers.

The MAPS and PLANS have again been increased in number. They now consist of
FLAGS OF MERCANTILE HOUSES IN CHINA
CODE OF SIGNALS IN USE AT VICTORIA PEAK.
NEW MAP OF THE FAR EAST.
MAP OF THE ISLAND OF HONGKONG.
PLAN OF THE CITY OF VICTORIA.
PLAN OF THE CITY OF CANTON.
PLAN OF FOREIGN CONCESSIONS, SHANGHAI.
PLAN OF YOKOHAMA.
PLAN OF MANILA
PLAN OF SAIGON.
MAP OF TOWN AND ENVIRONS OF SINGAPORE.

The LIST OF RESIDENTS now contains the names of
ELEVEN THOUSAND, TWO HUNDRED, AND SEVENTY THREE FOREIGNERS
arranged under one Alphabet in the strictest order; the initials as well as the surnames being alphabetical.

Among the other contents of the book are—
An Anglo-Chinese Calendar, Meantime of Sunrise and Sunset, Eclipses, Festivals, &c., &c.
A full Chronology of remarkable events since the advent of foreigners to China and Japan.
A description of the Festivals, Fasts, &c., observed by Chinese, Mahomedans, Parsees, Jews, &c., with the days on which they fall.
Comparative Tables of Money, Weights, Measures, &c.
The Hongkong Postal Guide for 1884.
Arrivals and Departures of Mails at and from London and Hongkong.
Scales of Commissions and Charges adopted by the Chambers of Commerce of Hongkong, Shanghai and elsewhere.
Hongkong Chair, Jinrickshs, and Boat Hire.

The APPENDIX consists of
FOUR HUNDRED PAGES
of closely printed matter, to which reference is constantly required by residents and those having commercial or political relations with China, Japan, or any of the Countries embraced within the scope of the CHRONICLE and DIRECTORY.

The Contents of the Appendix are too many to enumerate in an Advertisement, but include—
TREATIES WITH CHINA—
Great Britain, Nanking, 1842—
" Tientsin, 1858—
" and all others not abrogated
France, Tientsin, 1858
" Convention, 1860
United States, Tientsin, 1858
" Additional, 1869
" Peking, 1880
Germany, Tientsin, 1861
" Peking, 1880
Russia, various
Japan
Spain
Brazil
Peru
TREATIES WITH JAPAN—
Great Britain
United States
Netherlands
Corea
TREATIES WITH COREA
TREATIES WITH SIAM
TREATIES WITH ANNAM
TREATY WITH CAMBODIA
CUSTOMS TARIFFS
Chinese
Japanese
Siamese
LEGAL
Orders in Council for Government of H.B.M. Subjects in China and Japan, 1865, 1877, 1878, 1881
Rules of H.B.M. Supreme and other Courts in China and Japan
Code of Civil Procedure, Hongkong
Admiralty Rules
Foreign Jurisdiction Act
Act of United States Congress Relating to Treaties
Regulations for the Consular Courts of United States in China
Rules of Court of Consuls at Shanghai
Chinese Passenger Act
TRADE REGULATIONS
China
Japan
Siam
Customs Seizure, China
Customs and Harbour Regulations for the different ports of China, Philippines, Siam, &c.
Pilotage Regulations
HONGKONG
Charter of the Colony
Rules of Legislative Council
&c., &c. &c.
The Treaties between United States and Corea, France and Annam, and several other items have not appeared in previous issues

Orders may be sent to *Daily Press* Office, where it is published, or to the following Agents:—
MACAO.....Messrs. A. A. de Mello & Co.
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FORMOSA.....Messrs. Wilson, Nicholls & Co
FOOCHOW.....Messrs. Hedge & Co.
NINGPO.....Messrs. Kelly & Walsh, S'ghai.
SHANGHAI.....Messrs. Hall & Holtz.
SHANGHAI.....Messrs. Kelly & Walsh.
NORTHERN RIVER PORTS.....Messrs. Hall & Holtz and Kelly & Walsh, Shanghai.
NAGASAKI.....Messrs. The C. & J. Trading Co.
HIOGO, OSAKA.....Messrs. The C. & J. Trading Co.
YOKOHAMA.....Messrs. Kelly & Co.
MANILA.....Messrs. Vinda de Loysaga & Co.
SAIGON.....Messrs. Crettier & Co.
BANGKOK.....Messrs. A. Bjurling & Co.
SINGAPORE.....Messrs. Sayle & Co.
PENANG.....Mr. H. R. Maynard.
COLOMBO.....Messrs. A. M. & J. Ferguson.
LONDON.....Mr. F. Algar, Clement's Lane.
LONDON.....Messrs. Geo. Street & Co.
LONDON.....Messrs. Deacon, Hendy & Co.
SAN FRANCISCO.....Mr. L. P. Fisher, 21, Merchants' Exchange.
NEW YORK.....Messrs. S. M. Pettingill & Co., 37, Park Row.

Daily Press Office, 26th January, 1884.

NOTICE.

A. S. WATSON AND CO.,
FAMILY AND DISPENSING CHEMISTS,
By Appointment to His Excellency the GOVERNOR and his Royal Highness the DUKE OF EDINBURGH,
WHOLESALE AND RETAIL DRUGGISTS,
PERFUMERS,
PATENT MEDICINE VENDORS,
DRUGGISTS' SUNDRYMEN,
And
AERATED WATER MAKERS,

SHIPS' MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or
HONGKONG DISPENSARY. f23

BIRTH.

At Mosque Garden, Hongkong, on the 22nd February, the wife of WM. RAMSAY, of a son. [425

The Daily Press.

HONGKONG, FEBRUARY 25TH, 1884.

THE success of the French troops at Sontay has not only caused a great change in the views of the French Press, but has also had some influence on the London papers. The sympathy which at one time was given to China is gradually melting with the diffusion of a more accurate knowledge of the political situation, the aims of Chinese Ministers, and the attitude assumed by the Peking Government. *The Times*, in the course of a leader on recent events in Tonquin, says that the powers of resistance displayed by the Chinese are not highly impressive. "Nor can it be said," continues the great London organ, "that the diplomacy of China is at the present crisis more imposing in its firmness and courage or more ingenious in escaping from dangers which cannot be faced. The Chinese Government, apparently, believe that they can minimize their responsibilities by preserving a strict silence. At the same time they allow it to be understood that the French attack on Bacninh will not be considered as a *casus belli*. The truth seems to be that China is not prepared to encounter the risks and the cost of a war with a great European Power, though the Chinese statesmen would strain every nerve to prevent, by all means short of war, the triumph of French ambitions on the Red River." This is a tolerably clear guess, we think, at the position, and it cannot conduce, in Western eyes, to enhance the reputation for courage or strength of the Chinese Government. The war party at Peking like to talk loudly, and the Marquis TSENG would seem to have been instructed to try a policy of bluff and bravado, to support which continual preparations have gone on for war in China, such as the massing of troops, the repair of old forts and construction of new ones, the purchase of arms from abroad and manufacture of guns and ammunition in the Arsenals at home, the placing of barriers in the Chukiang river, &c., &c. But all this activity has failed to impress upon lookers-on a conviction that China is in earnest, and hence nothing has been gained by it, unless it be to place the country in a better position to meet some other foe. On the contrary, this defiant policy will give colour and reason to the French claim for an indemnity, which, if they succeed in taking Bacninh, they are morally certain to formulate. *The Times*, when reviewing this question, after referring to the assertion that the French discovered at Sontay proofs that Chinese officials were concerned in the resistance of the Black Flags, and the belief that the Bacninh garrison consists of Chinese troops, goes on to say:—"France might, indeed, extract a *casus belli* from these complications, but M. JULES FERRY has foreshadowed a different method of procedure. The French Government, it is suggested, can leave to China the responsibility, which the latter Power seems disinclined to accept, of declaring war, but at the same time can claim, without a declaration of war, the right to an indemnity for the trouble and the expense of putting down the insurrection in Tonquin and driving the Black Flags over the Chinese frontier. Such an indemnity might be secured, it has been pointed out in France, by the assumption of what is known as a 'material guarantee,' that is a portion of Chinese territory, preferably some position commanding the greater trading ports, which would be occupied and retained by the French until the Chinese Government should consent to pay the indemnity."

What this "material guarantee" would be is a question which is exciting much attention in Europe and America. As our readers are aware, the islands of Chusan, Formosa, and Hainan have all been suggested by the French Press as convenient places for the French navy to seize and hold. *The Times* believes that the occupation of these islands would be regarded with extreme disfavour by "English and other European trading interests in the Eastern seas," and thus summarises the objections to each:—"Chusan with its dependent islands lies far away to the north-east, where a French garrison might be thought to menace the trade of Shanghai. A Convention concluded in 1846 between the Hongkong Government and a Chinese Commissioner gives us a sort of protectorate over these islands, but of this the French profess to have no knowledge. Formosa is separated by a broad and stormy sea from the mainland, and it is difficult to understand how the presence of a French force there could exert any effective pressure upon the Peking Government. The large island of Hainan, which closes the Gulf of Tonquin on the East and lies over against the mouth of the Red River, would be more tempting to French ambition. Its possession would consolidate and round off the French dominions in Indo-China, but for that very reason perhaps other Powers might not look altogether with equanimity on such an acquisition." The *Cologne Gazette* gives currency to a report that China has made a compact to cede the island of Hainan to England, if the latter nation succeeds in inducing France to consent to a partition of Tonquin, the northern portion, including the city of Bac-ninh, to belong to China. The *Alta California*, commenting on this report, says:—"It is quite likely that China has made the offer to Great Britain, but if so, the probabilities are it was refused. If China could trade off the island of Hainan for the northern half of Tonquin, it would be in every way a most advantageous stroke of policy for her. Not only is that portion of Tonquin, including the delta of the Red River, a naturally rich and fertile country, but the river possesses great strategic and commercial importance for China, being the natural outlet for the south-eastern part of the Empire. Bac-ninh, on the possession of which China places so much stress that she has threatened war if it should be taken by the French, is situated upon one of the northerly outlets of the Red River and is considered the key of the delta. If England had an ambition for territorial acquisition in that part of the world, the offer of the island of Hainan would be a tempting bribe." But England has no "ambition for territorial acquisition in the Far East," and could not be tempted by the bribe of Hainan, supposing that it had been offered, which is unlikely. The British Government have quite enough on their hands in Egypt without intervening in affairs in Cochin-China. No doubt they might, in the event of France offering to seize Chusan, be compelled by their treaty obligations to intervene, but they would not, we think, feel called on to remonstrate against the occupation by the French of either Hainan or Formosa. The southern island is the most liable to invasion, for it is nearer to the seat of war, and would prove less troublesome to hold than Formosa, and its seizure would excite less adverse feeling among the Treaty Powers than that of either Chusan or Formosa. But we hope there will be no necessity for such a measure, and that the Chinese Government will see the advisability of coming to an agreement with France on the Tonquin question before matters become more complicated and the cost of the French expedition to that country has been materially increased, for the Chinese Ministers can hardly fail to perceive that the greater the outlay and the more prolonged the struggle in Tonquin, the heavier will be the reckoning they will eventually be called upon to pay.

The French corvette *Villars* left here on Saturday for Amoy.

The British gunboat *Linnet*, Commander Hill, left here yesterday for Canton.

The Russian corvette *Opritchnick* was to leave Shanghai for Ningpo and Chusan on the 19th inst.

Sir Harry Parkes and family are expected to leave Peking for Shanghai shortly.—*N. C. Daily News.*

We have to acknowledge receipt of the Imperial Maritime Customs Medical Reports for the half-year ended 30th September last.

An interesting report by Dr. Doberck, the Government Astronomer, is published in a supplement to Saturday's *Gazette*.

The Occidental and Oriental steamship *Arabic*, with American mails, &c., left San Francisco on the 10th inst. for Yokohama and this port.

The paddle dispatch boat *Vigilant*, having completed her overhaul, went out for a trial trip on Saturday, when satisfactory results were obtained.

The Portuguese transport *Africa*, Captain Pedrozo, arrived here on Saturday from Macao, to which port she had taken reinforcements for the garrison.

We hear that Admiral Willes will leave for Canton to-morrow in the *Vigilant*, and that His Excellency will entertain Lady Bowen and the Misses Bowen as his guests on the trip.

It is notified in the *Gazette* that a session of the Legislative Council shall commence and be holden for the despatch of business on Thursday the 28th inst., at three o'clock.

The *Shanghai Mercury* is pleased to hear that Mr. P. A. W. Ottomeier, of Messrs. Siemssen & Co., has been decorated by King Oscar of Sweden and Norway with the Order of Wasa, for introducing Swedish iron into China.

The Siamese barque *Queen of England* arrived at Shanghai from Bangkok on the 15th inst., and the following day two of her crew, who are Siamese, died, as they were unable to withstand the effects of the recent cold weather.

Private telegrams have been received in Shanghai stating that the premises of Messrs. J. D. Carroll & Co., at Yokohama, have been destroyed by fire; damages $70,000. The insurance offices interested are said to be the Hongkong Fire and China Fire Insurance Companies.

The new work by Mr. A. R. Colquhoun, entitled "Among the Shans," has not yet been published. The extract from it we published on the 2nd inst. was reproduced from the *Straits Times*, which journal copied it from an advance sheet, which we learn had not been corrected by the author.

The *Lotus* Troupe gave a fourth representation of Gilbert and Sullivan's comic opera "Patience" at the City Hall on Saturday night for the benefit of Mr. J. C. Davis, the manager, when there was a fairly good house. The characters were sustained as on previous occasions, save that *Col. Calverly* and *Major Murgatroyd* were personated by amateurs.

We (*Foochow Herald*) learn that a complaint has been lodged at Peking by Chang Shu-shêng, Viceroy of the Two Kwan, with a view to the impeachment of Viceroy Ho of this province, for what is considered a grave offence, viz., that of having encouraged his family to quit Canton for a Foochow residence, during the unsettled state of affairs at the former port, thereby, it is argued, promoting excitement amongst the natives, who appear to be readily dispossessed of courage.

The French mail steamer *Menzaleh*, which arrived here on Friday night, brought Lieut. General Oyama, Japanese Minister for War, and his suite, *en route* for Europe on a mission to examine the military systems of the West. A parade of the troops in garrison was to have been held this morning in honour of the Japanese Military Mission, but General Oyama having signified his inability to be present, the order for the parade has been cancelled. The portion of Queen's-road between the City Hall and Murray Barracks will, therefore, we are requested to state, not be closed, as previously notified.

Kidnapping coolies does not seem to have quite died out yet, to judge from a case which occurred in the Police Court on Saturday. A man named Young Atun was charged with having kidnapped a Chinaman, unlawfully detaining him against his will for the purpose of emigration. The complainant stated that he was induced to come from his native place to Hongkong by the promise of getting work, but on arrival here he was taken to the Kwong Shun Leung boarding house, and kept a prisoner on the top floor with several others. He was taken by force on board a steamer, a ticket having been got for him by personation at the Harbour Office. His uncle, however, had come down to Hongkong to look for him, and traced him to the vessel. His interference caused a disturbance, in which the kidnappers beat him and the complainant. The uproar attracted the attention of the police, and led to the case being the subject of judicial investigation.

FEARFUL DISASTER AT SEA.

THE STEAMBOAT "YOTSAI" BLOWN UP.

The Hongkong, Canton, and Macao Steamboat Company's steamer *Yotsai*, which had had her preliminary trial trips, passed through the harbour yesterday about one o'clock on her way to Macao to resume her station on the line between that port and Canton. The vessel was in command of Capt. Hoyland, and had on board as passengers Mr. J. S. Brewer, Mr. D. E. Caldwell Mr. and Mrs. Fraser-Smith, Mr. and Mrs. Stuart Smith, Mr. P. A. da Costa, Mr. G. Frizell, and Messrs. Scott and Pinker, of the Dock Company. After the vessel had been under weigh about half-an-hour it was observed the engines were priming, but that irregularity was corrected. The passengers sat down to tiffin shortly after two o'clock, when the Cap Shui-mûn was passed. During the meal a large escape of steam from the steam pipe was remarked, and Messrs. Brewer and Pinker left the table to investigate the cause. They came back shortly afterwards and ten minutes past three a frightful explosion of one of the boilers took place, which blew away the whole of the after part of the vessel, including the after deck house where the captain and passengers were seated, with the result that the whole of them were hurled into the air, and of the number of those named only Captain Hoyland, Mr. and Mrs. Fraser-Smith, Mr. Brewer, and Mr. Caldwell were saved. The survivors were saved by climbing out of the water upon the roof of the after deck house, which had been precipitated some distance from the vessel, except Mrs. Fraser-Smith, who was rescued by a Portuguese sailor who had found his way into a boat. Amongst the crew there was also a large mortality, comprising Mr. Woods, the chief engineer, two stewards (Chinese), six firemen, and one seaman. Two Chinese fishing junks bore down to the scene of the disaster, and picked up the survivors, whom they brought on to Hongkong, where they arrived about half-past ten o'clock last night. Before leaving the wreck two or three small native boats were seen to go alongside the main portion of the hull, which lay grounded with the roof of the upper fore deck awash, and commenced to pillage. The funnel was blown clean away, and the sea around was a mass of floating *débris*. Mr. da Costa was unconscious when rescued, and died on board the junk about 7 o'clock. Every attention possible was bestowed on him both by the survivors and the junk people, but he never regained sensibility.

LATEST TELEGRAMS.

LONDON, 21st February.

THE WAR IN THE SOUDAN.

Latest advices from the Soudan state that the expeditionary force for the relief of Tokar is proceeding to Rasmaha, where it will rendezvous.

GENERAL GORDON AT KHARTOUM.

General Gordon is very popular at Khartoum, where his influence over the people is already great.

LONDON, 22nd February.

MR. BRADLAUGH AGAIN.

Mr. Bradlaugh has resigned his seat for Northampton and been re-elected. The House of Commons has adopted a motion excluding him from the precincts of the House.

CHINA SUGAR REFINING COMPANY, LIMITED.

The annual general meeting of the shareholders of the above company was held at the office of the General Agents, Messrs. Jardine, Matheson & Co., on Saturday morning. There were present—Hon. P. B. Johnson (Chairman), Hon. F. D. Sassoon; Messrs. E. R. Bellios, A. McIver, W. K. Hughes, M. Grote (Consulting Committee), J. Bell-Irving, A. S. Cohen, J. Thurburn, V. G. Rocha, C. S. Taylor, R. Lyall, G. C. Cox, H. C. Maclean, and H. Dickie (Manager.)

The CHAIRMAN said—Gentlemen, we have now the pleasure of meeting you with the report of the working of the refineries for the last six months and the accounts connected with it, the printed statement of which has been circulated amongst the shareholders. You will observe the profit shown has not equalled the promise of the successful result of the first six months of the year, and I need hardly explain that this is mainly owing to the depressed state of trade during that period of 1883. From the 21st October to the 1st January the East Point Refinery was only turning out 1,000 piculs a day, and even with this diminished production we found ourselves on the first day of this year with a very large stock of refined sugar on hand unsold. I am happy to tell you that stock has since all been sold at fair prices, considering the present state of the market. From the 1st January to the 1st February the East Point Refinery was laid up for the usual annual repairs. We are now selling all our present production, about 1,000 piculs a day, and we hope there will be a steady business throughout the year. The balance shown by the working account is $59,129, and the General Agents and Consulting Committee propose to deal with it as mentioned in the report, that is to say, to pay a dividend of 4 per cent., which, with the previous dividend for the first half of the year, amounts to 12 per cent. for the year. We propose to write off for renewal of charcoal $10,000, and I should tell the shareholders this payment completes the cost of the new charcoal ordered out eighteen months ago. Whether we shall have annually to write off any further sums for charcoal will depend entirely on circumstances, to which due consideration will be given. We propose to write off cost of patents $2,500, and gradually reduce this amount every year. There is a further sum of $4,000 to meet possible losses on shipments. We have every reason to believe this sum will not be required, but as the shipments are unclosed we think it prudent at all events to make provision for losses to this extent. This will leave us a balance to carry forward of $6,629. This is a rather larger sum than usual, but it will be available for future dividends. I think the shareholders would now expect me to make some statement with regard to the property account, as all the extensions are now completed. You will observe the property account shows at its debit the sum of $1,047,326. To that we have to add $23,000 which have either been paid or will be paid to complete the extensions, making in round numbers a total sum for all our property and extensions of $1,070,000. For that sum we have the following properties. There is the Wanchai property and the spare ground at East Point, and I think the shareholders will agree that I shall not be overvaluing this property if I put it down as worth one hundred or one hundred and fifty thousand dollars, in my own opinion in a very short time it will be worth very much more than that. That will leave a sum of $900,000 to $950,000 as the cost of the following properties:—The East Point Refinery, capable of refining 2,500 piculs of sugar a day and cleansing 400 piculs; and the Swatow Refinery, a complete refinery in itself, which will be able, and is able—for I hope it is now at work—to refine 750 piculs a day and to cleanse 800 piculs. I think, gentlemen, I need not tell you these refineries and the Rum Distillery could not be constructed at the present time for anything like that sum. As regards the cost of production, you are aware that our experienced manager, Mr. Dickie, has recently inspected the most prominent refineries in America and the United Kingdom, and I give you his authority for stating he is satisfied the cost of production in our works is and will be as small at least as that of any other possible refinery in China. The works at East Point are in thorough order, they have been recently repaired, and I think we commence this year, so far at least as the works are concerned, under very advantageous circumstances. I don't think I have anything further to add, but I shall be very happy to answer any questions the shareholders may think it advisable to put to me.

No questions being asked, the CHAIRMAN moved that the report and accounts as presented be adopted and passed.

Mr. COHEN seconded.

Carried unanimously.

On the motion of Mr. THURBURN, seconded by Mr. COHEN, Messrs. Sassoon, Bellios, McIver, Hughes, and Grote, were re-elected as the Consulting Committee.

On the motion of Mr. LYALL, seconded by Mr. ROCHA, Messrs. T. Arnold and G. R. Johnston were re-elected auditors.

The CHAIRMAN—That, gentlemen, concludes the formal business of the meeting. The dividend warrants will be issued on Monday.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

The following is the report of the directors to be presented at the ordinary yearly meeting of shareholders, to be held at the offices of the company, No. 14, Praya, to-morrow, at 3.30 p.m.:—

To the shareholders of the Hongkong and Whampoa Dock Company, Limited.

GENTLEMEN,—The directors have now to submit to you their report with a statement of accounts for the half-year ending 31st December last.

The total receipts for the six months are	$219,431.26,	
and the net profits, after paying interest due and all charges, amount to		$96,018.54
to which has to be added to balance brought forward from last account		2,083.04
		$98,101.58
from which have to be deducted—		
Directors' fees	$3,500.00	
Auditors' fees	250.00	
		3,750.00
making available for appropriation		$94,351.58

The directors recommend that a dividend of 4 per cent. or $50,000.00 be paid to the shareholders, and a bonus of $10,000.00 to contributing shareholders, that $15,000.00 be written off the cost of engineering plant at Kowloon and Cosmopolitan Docks, and $15,000.00 from the value of Aberdeen Docks, leaving a balance of $4,351.58 to be carried to new account.

The amount expended upon the new dock down to the 31st of December last was $93,423.20, and the agreement with the British Admiralty has been signed.

The profit shown upon the working of the business during the last six months of 1883 is less than that obtained during the previous half-year, owing to the great reduction in the number of vessels engaged on the coast, which has been caused by the general slackness of trade. Since the commencement of the present year there has been a marked improvement in the prospect; the docks have been fully employed, and some favourable contracts for the construction of vessels have been undertaken. The directors are satisfied that in the work of construction there is a profitable field open for an extension of the company's operations, and every effort is being made by the Secretary to cheapen the cost of production by centralizing the plant and introducing labour saving machinery.

DIRECTORS.

In accordance with clause 60 of the articles of association, Messrs. C. D. Bottomley and F. B. Foster retire by rotation but offer themselves for re-election. Mr. Reimers having left Hongkong, the directors have invited Mr. Max. Grote to the vacant seat on the Board, which appointment requires confirmation by the shareholders at this meeting.

AUDITORS.

The accounts have been audited by Messrs. Thos. Arnold and F. T. Pearce Foster, the latter acting for Mr. E. W. Davis who is temporarily absent from the colony. The Board recommend Messrs. Arnold and Davis for re-election.

F. B. JOHNSON, Chairman.

THE WAR IN TONQUIN.

[FROM OUR SPECIAL CORRESPONDENT.]

HANOI, 18th February, 1884.

The arrival of General Millot, with his two brigadiers, Generals Négrier and Brière de l'Isle, and the first batch of 3,800 troops, has passed over tolerably quietly and has hardly created the confusion and chaos, which those who have been here since last June confidently anticipated. There are of course much greater facilities for the transport of troops now than there were a few months ago when the first instalment of reinforcements came out. Then the launches which were required to bring the soldiers up from Halong Bay were also wanted to carry them on to the front. The consequences were emphatically disagreeable. Not only was Haiphong filled up to overflowing with a highly turbulent and objectionable population, but it could not rapidly be freed of them; moreover the town authorities were sleek Cochin China civilians, ignorant, or at any rate forgetful, of the enterprising character of the *tirailleurs Algériens*. They imagined that obstacles which they considered insurmountable would prove equally formidable to the new arrivals. When therefore they ordered the gates of the French Concession to be closed at seven o'clock they fondly thought that the necessary and sufficient measures for a peaceful night had been taken and settled down to their *piquet* and small beer with good consciences. But the Turco is not so easily kept in bounds. He placidly walked down to the end of the stockade, shutting on the Song-tam-hac creek, and made his way through the mud with a confidence worthy of a Thames mudlark and as complete an indifference for his personal appearance and his uniform as if there were no hereafter. They had a bad time of it in the native town then. Gutted houses marked the site of the bagnios. There were few whole sconces among the men, and the women who did not escape then, run off into the paddy fields now whenever a Turco makes his appearance in the street. But that sort of thing is stopped. The new arrivals are got away up-country almost as fast as they come in and the Turcos were quartered in the old China Merchants' godown where they could be shut in, and in any case would have had to swim before they get to the happy hunting grounds of their companions in arms. We have therefore at any rate had peaceful nights, though the Tonquinese may have had an unpleasant time of it during the day. A succession of companies of Turcos landing anywhere is an experience one would not wish for any place against which he did not bear a strong animosity, but in a town like Haiphong, where there are literally no policemen at all, the visitation is a particularly dreadful one for the hapless native. When on the top of the Turcos comes a battalion of 800 "Zephyrs," it is like a drought after a locust-flight. There is nothing worth having left. The "Zephyrs," I dare say you know, are attached to the Foreign Legion and are distinguished from them by a star on the kepi and white metal buttons instead of the usual gilt articles. They are made up of all the broken non-commissioned officers, all the thieves and blackguards from the rest of the French army, and can only get out of their purgatory by six months' good conduct, notwithstanding Ouida's theory. She makes "Beauty's" soldier servant in "Under Two Flags" get into the "Zephyrs" and out of them again with the rapidity of a clown in the afterpiece of a pantomime. As a matter of fact a "Zephyr" seldom leaves his corps till he leaves it for good and all. These "Zephyrs" were mercifully (to the Tonquinese) kept down at Halong Bay as long as possible, and are to be got away to the front with all convenient expedition.

Great things, however, are expected of the new General. General Millot would seem to be a man between fifty and sixty. He is a short, thickset, bull-necked man, with a close-clipped moustache and a sharp, decisive manner. He has the character of being more of a politician than a soldier, but if appearances go for anything, he has a lot of fight in him. General Négrier is a slight, wiry-looking man with a scanty beard and moustache and a very sharp face. He is only forty-two, the youngest general in the French service. He received his grade for the dashing way in which he took a citadel where the body of a particularly sainted Marabout was preserved. The capture broke the spirit of the Arabs and led in great part to the speedy conclusion of the late Tunisian war. His family is one noted in Algiers. His father, also a general, lost an elder brother of our brigadier's in some petty desert squabble. He swore he would have an Arab's life for every hair on his son's head, and if he did not make up the tale, it was because life was not long enough and Arabs were not so easily caught as Annamese. The third of the new arrivals, General Brière de l'Isle, belongs to the Infanterie de la Marine, the French Colonial troops, and is idolised by them. He is an enlarged edition of Millot, bigger in every way, in height, breadth, and girth of waist. He looks as if he would be the soul of the mess-table, and he would be a precious awkward customer to meet in a narrow road.

It is round General Millot, however, that the greatest interest centres, for he has supreme control over the country, and a strong, just man is more wanted here just now than any number of troops. I have already hinted to you that the French manner of treating the Tonquinese is certainly laying up for them serious trouble hereafter. Haiphong, Hanoi, Namdinh, Haidzuong, Ninh-binh, Quang-yen, Sontay, and a few posts, like Ba-tang, Phalan, the Four Column Pagoda, and so on, represent the extent to which the French occupy the country. All beyond is as hostile as the most Franco-phobe Hué mandarin could desire. Sportsmen who go out in quest of the game with which Tonquin swarms must expect to be stalked themselves. Every Government junk that goes only the length of Haidzuong from Haiphong, or of Phalan from Hanoi, must have its guard, and the guard has often to justify its existence. The whole of the 20,000 men that the French will shortly have in the country will be required, after the taking of Bacninh, to pacify the delta, and the operations beyond, which the French talk of undertaking next October, will have to be entered upon, if at all, at the expense of the pacification of the land now nominally occupied. Moreover, unless a very tight rein is kept over the soldiery, the spreading of small garrisons will only mean a spreading of the hatred the Tonquinese have for the French. The question is a very serious one and it was very seriously laid before General Millot before he came up to Hanoi. I may mention a few of the things which have come under my own personal observation. Two Turcos carrying off one hundred and fifty eggs, for which they had paid three *sous*, the wretched woman who were the other parties to the contract following for a few hundred yards and then being scared off by threats. Two *Chassears d'Afrique* "conveying" a couple of fowls, for which it did not appear that they had paid anything. Four men of the same corps passing the time, which lay heavy on their hands, on the banks of the Song-Tam-Bac Canal, by pelting all the people who passed in boats up or down the canal, with stones. Linesmen pulling about every woman they came across; men of the Colonial troops scattering market baskets all over the streets; men of every branch of the service doing exactly as they pleased and never is one of them punished. Not punished, not because they ought not to be, but because there is not means of punishing them. It is not to be supposed that the officers do not sincerely disapprove of this manner of carrying on affairs. They would put a stop to it if they could, but there is no means of stopping it, except by shooting or flogging, and the officer who ordered either would fall in the next action. But all this has been brought to General Millot's notice and it may be hoped that better things are in store both for *la France* and, more particularly, for *la Nouvelle France*. It will unfortunately not be till after the taking of Bacninh that the new *régime* will be brought into operation, but that is only a matter of three weeks or so now.

Ever since a clever man suggested the idea, commonplace people have been in the habit of assuring us that they manage these things—no matter what—better in France. For a considerable number of years, in France and out of it, I have been moved to doubt the assertion in general terms. I am now prepared specifically to maintain that in *la Nouvelle France*, their mode of handing over the command-in-chief of an army and a province is capable of very considerable improvement. A man with a turn for Yankee humour told me that when the *Eclair*, bringing up General Millot and his staff, hove in sight of Hanoi, Admiral Courbet was described on the river bank, sitting on his portmanteau, and the Admiral's Chief of the Staff was saying *Man man* to the old lady in charge of the sampan destined to carry the gallant officer on board. I leave you to accept this as an ultra-realistic view of the situation or not, just as you may be in the humour, but the actual facts of the case are that General Millot arrived at Haiphong at seven on the morning of the 11th, left for Hanoi at midday, and that by six o'clock on the evening of the 13th February, Admiral Courbet was half way down to his flagship, the *Bayard*, in Halong Bay, having only stopped half an hour at Haiphong. This was without doubt expeditious, but one hesitates to believe that it was expedient.

Things in connection with the new Haiphong-Saigon cable also invite criticism. The Eastern Extension Company's steamer *Kangaroo* came here on the 31st of last month with the cable on board. The officers brought the end up the river to Haiphong. It was necessary to have something to make measurements with. The Tonquin Telegraph department had no such article available. It was therefore necessary to go to a ship and buy a foot rule. Whether this foot rule was faulty or not does not appear, but a very awkward mishap followed. The Telegraph Department had engaged a house for the telegraph office. They wanted the cable brought up to this house. An amount of cable assumed to be sufficient was landed on the river bank. The English telegraph officials went off on board their steamer and started away southwards laying the cable. Then it was found that the cable was too short. The amount landed would not reach within 230 mètres of the Telegraph Office. There is a story floating about that some one wrote that 460 mètres was enough to land, whereas the office is 640 mètres from the river. This, however, does not tally with the actual deficiency. One is therefore driven to regard that casual foot rule with suspicion. The discovery naturally caused some consternation. You are aware that Haiphong is a place built out of the mud. Before you can erect a house you have to laboriously pile up the earth on which it is to stand. The cable reached to a central point in the French Concession, but where it ended there was not a house except the Post Office and Treasury (one building) and an Annamese hut seemingly built up in five minutes. Here was a quandary. At length hope dawned in the reflection that there might possibly be such a thing in the Company's stores at Hongkong, or at least on board of the *Kangaroo*. But then again there was no steamer to Hongkong and the *Kangaroo* was going as fast as she could in the other direction. Finally it was resolved to compromise matters. First of all a temporary office was commenced and then that was given up and a land line from the end of the obnoxious cable is now under construction. The line will not be open for Government messages for some four or five days, and after that not for private messages for an indefinite number of days more and then only after consideration.

I am afraid that you will consider me a very bilious personage. Still it is necessary to look all these things in the face and they are only what you will find every Frenchman who has the love of his country at heart ready to admit. France is doing good work in the East, if it is only in giving the Chinaman a lesson. In Tonquin she has a magnificent country in her hands, which now no amount of Chinese blustering or Chinese braves will make her give up. The great misfortune is that she is preparing for herself so much unnecessary trouble here. The Tonquinese is not an estimable individual. He steals and tells lies; he is frightfully dirty, and he has not morality worth a cent, but at any rate he is not a cur. He does not mind selling his wife or his daughter for a dollar or two, but he objects to having them carried off for nothing. He is accustomed to be bullied and plundered. To have half his earnings carried away by the authorities is the normal state of affairs with him. But when he is kicked, when all his goods are taken from him, often to be scattered about the streets in simple wantonness, he gets a spear and a cleaver on the end of a stick, steals a blunderbus or a matchlock perhaps, and turns "pirate." The state of affairs in the delta must emphatically become serious if the present order of things is not immediately checked. It is not merely that the French will have great trouble in pacifying the country, and therefore in opening it up to commerce, but French troubles will induce the Chinese to continue their indirect warfare. Very little can be done after Bacninh is taken, however easy a matter that may prove to be. It is possible that a rapid march may be made on Thai-Nguyen, but everything depends upon the weather. The little mud fort of the provincial town will be the easiest thing in the world to take, but it is necessary to get there first, and the road from Bacninh is bad at the best of times and altogether impracticable in the rains. Now it is practically a certainty that Bacninh will be in the hands of the French by the 5th of March, if not a day or two sooner. The state of the weather at that time is very far from being anything like an equal certainty. Consequently it may happen that the French will have to pass the rainy weather till October with Bacninh and Sontay as their frontier stations. But it is impossible that matters can remain so. It has been too much the habit to assume that with the delta land marked out by these two towns, France has got the most she can hope for and all that she can reasonably demand. It looks so on the maps. With the other places occupied by the French, it would seem that these two towns mark out the sides of a very neat triangle. But the existing maps of Tonquin, except for the deltas of the Song-coi and the Song-cau, are mere pieces of freehand drawing. Without the provinces of Thai-Nguyen and Tuyen-Kwan, or at least that part of the latter province which ends at

The ponies got away well, and the first jump was taken by Grasioso and Truthful James about level; but the latter fell on alighting and Mr. Porter was sent over his head. The jockey was quickly on his feet again, but unfortunately he had, in sticking to the bridle, pulled it over the pony's head, and the animal went over a good portion of the course without a rider. Ghillie Callum utterly declined to negociate the first jump, and Grasioso was left to finish the race by himself. Mr. Ruegg took him quietly round the course, and went along all well until he came round to the first jump again, when the pony fell just as Truthful James did, and Mr. Ruegg measured his length on the turf. He held on to the bridle, and nearly pulled it off. Quickly re-arranging the head gear, however, he got up again, and finished the course, Mr. Tripp racing him down the straight home, and getting well beaten.

CHAMPION MAPOO, for all winning Ponies; catch weights. One mile. First Pony, $25; Second, $10; Third $5.

Mr. Bill's Allegro (Schumann) 1
Mr. Paul's Sunlight (Horse) 2
Mr. St. Andrew's Merry Monk, (Sin Kwai) .. 3
Mr. St. Vincent's Triumph 0
Mr. Paul's Reefer 0
Mr. Paul's Montezuma 0
Mr. Paul's Hornpipe 0
Mr. Cabell's Lucifer 0
Messrs. Kerfoot and Mount's Cowboy 0

Sunlight was most fancied for the race. The ponies made a fair start a little short of the mile post. Allegro, who rushed off with the lead, out out the running all the way round at rattling pace, and though he was collared by Sunlight and Merry Monk coming into the straight, he shook them both off and won easily in the very fast time of 2m. 6 seconds, Mery Monk third, Reefer fourth, and Triumph fifth.

REEFER CUP.—Presented by Mr. Paul, for all beaten ponies; weight for inches. One mile.

Mr. Cabell's Dunkeld, 11st, 7lbs. (Mr. Ruegg) 1
Mr. Kerfoot's Belgravia, 11st. 4lbs. (Mr. Reynell) 2
Mr. John Peel's Bandsman, 11st, 4lbs. (Mr. Duncan) 3
Mr. St. Vincent's Ambassador 11st. 4lbs. (Mr. Sampson) 0
Mr. F. S. Gordon's The Marquess, 10st. 9lbs. (Mr. Johnson) 0

The ponies were got off to a good start, and they passed the Stand in the following order—Dunkeld, Ambassador, Belgravia, Bandsman, and The Marquess. The order was unchanged until the ascent to the rock was begun, when Mr. Reynell began to push Belgravia forward, and at the rock he was second. He steadily overhauled Dunkeld to the straight, and the pair made a fine race home. Dunkeld was at the rails, but when Belgravia collared him, he ran across him, and edging him off almost to the other side of the course, he effectually shut him out, and won by three quarters of a length. Bandsman was about a length behind Belgravia, third, and The Marquess was then somewhere near the turn into the straight. Mr. Reynell accused Mr. Ruegg of deliberately fouling him, but the latter said he could not help his pony's conduct, and no formal complaint was made. Time, 2m. 9½secs.

STEEPLE CHASE.—For Ponies that have never won any race in China or Japan; entrance $5, with $100 added; weight 11st; distance from the ½ mile post once around and in; $10 forfeit for non-starters to go to Second Pony.

Mr. Porter's Truthful James, 11st. 2lbs. (Mr. Lieut. Porter) 1
Mr. Bill's Prestissimo, 11st. (Mr. Ruegg) 2
Mr. F. S. Gordon's Hogmanay, 11st. 9lbs. (Mr. Budd) 0

Prestissimo ran off with the lead and was many lengths ahead at the first jump which both he and Truthful James took well, but Hogmanay refused the jump until the race was nearly finished. At the second jump Prestissimo fell, and rolled so much that Mr. Ruegg looked like being flattened, but he was soon on his feet again, as was the pony, but the latter had got free in the roll, and jumping one of the rails he broke through the other and made off. Truthful James fell at the same jump, but Mr. Porter stuck to his ribbons, and getting on directly none the worse, he went round the course alone. Prestissimo was caught, and Mr. Ruegg pluckily re-mounted him and ran a hopeless race to catch the other, getting one more spill at the top of the course. Truthful James finished without further mishaps.

MAPOO CONSOLATION RACE.—For all beaten ponies; catch weights; once round; first pony, $20; second, $10; third, $5.

Mr. F. Capell's Shamrock ..... (Horse) 1
Mr. John Peel's White Ant ..... (Sin Kwai) 2
Mr. Bill's Impetuoso ..... (Schumann) 3
Mr. Cabell's Camelia 0
Mr. St. Andrew's Jolly Friar 0
Mr. Paul's Kadi 0
Mr. Paul's Montauk 0
Mr. Redmayne's Atami 0
Mr. Kerfoot's Nutmeg 0
Mr. Kerfoot's Pall Mall 0
Mr. F. S. Gordon's Hogmanay 0

This was about the most troublesome race to start of the whole meeting. After great trouble and one false start they were at length got away fairly well. Impetuoso cut out the running, but he was unable to hold the lead, and Shamrock won a good race by half a length, White Ant second, and Impetuoso third. Time, 1m. 53secs. It was in this race that the unfortunate accident mentioned above occurred.

POLICE COURT.

23rd February.

BEFORE MR. A. G. WISE.

BURGLARY.

Li Aho, was charged with entering the house of a shopkeeper named Chung Asin with intent to commit a felony, on the 23rd inst.

He was seen in the verandah of a house in Queen's-road Central, and endeavoured to escape by climbing round the partitions of that and the adjoining verandahs. He was unearthed from under a bed in a house some way from where he was first seen.

The defendant had four previous convictions against his name, and he was committed for trial at the Supreme Court.

ASSAULT.

Wong A Ngo and Yu Aying, boiler makers, were charged with having assaulted a watchman named Ameer Khan in the execution of his duty, on the 22nd instant.

The defendants are employed at the Hung Ham Dock, and on leaving work on Friday the complainant searched them in the usual way. This seemed to enrage them, and as soon as they were out of the gate they threw lumps of granite at him, giving him some nasty cuts on the head.

Fined $1 each, and also mulcted in 50 cents each as amends to the watchman.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our Correspondents.]

THE CHAMPION STAKES.

TO THE EDITOR OF THE "DAILY PRESS"

SIR,—There are so many rumours circulating round the colony in connection with the Champions' Race, which are scandalous, and likely to bring racing in this Colony into bad repute, that I consider it is the duty of the Stewards of the Race Fund to make a thorough investigation into the matter, and sift it to the bottom.

These rumours should either be proved or denied officially.—Yours faithfully,

NUNQUAM DORMIO.

Hongkong, 24th February, 1884.

SHANGHAI.

The Masquerade Ball at the Customs' Club took place on the 19th February, and was a great success.

On the night of the 19th February, a young man named McNee, second steward of the steamer *Glenlyon*, was drowned in the river. He fell between a sampan and the ladder when he was going on board the *Glenfalloch*, and dragged the sampan man with him, but the latter managed to save himself. McNee sank and never rose again.

The turbot *Fuhle* returned from the wreck of the *Hwai-yuen* on the 20th February. The treasure has not yet been recovered, but from what we learn there is no doubt that it is quite possible to salve it. So much progress has been made in this direction that if an unfortunate accident had not taken place on the 17th where by one of the divers that went to the wreck in the *Fuhle* narrowly escaped with his life, it is more than probable that the treasure would now be in Shanghai. He was lowered down to the wreck and managed to get to the treasure room of the vessel, and eventually succeeded not only in effecting an entrance, but in placing a rope, or chain, round one of the boxes of treasure and making it ready to be hoisted up. He then went to the surface and reported his success; and being anxious to succeed further, he went down again, almost immediately, to attach a rope to the box of treasure he had prepared to be raised, and it was at this stage of the salving operations that the accident we have alluded to occurred. Some part of the diving dress appears to have caught in the wreck it is believed at the ladder, and the diver was unable to extricate himself. For forty-five minutes he was held fast, and it was with difficulty that those on the surface could keep up communication with him; they knew that something was wrong, and conjectured that he had got "caught," and pumped all the air they possibly could down to him. Another diving suit was prepared for a second diver to go down, but before he was lowered one more attempt was made to raise his companion by pulling on the life line. There was a strong sea running, and the native boat on which the work was being carried on gave a lurch, and immediately afterwards the missing diver appeared on the surface of the water about twenty-yards away. He had been held fast by something below, he knows not what, but he shot up like lightning—to use his own words. The air pipe connection on the helmet of the diving suit had given way,—a very fortunate thing indeed for the diver that it did—tearing away with it a portion of the copper helmet, and as soon as the dress with the unconscious diver in it, reached the surface, the air escaped with a roaring noise, similar to the report of a torpedo explosion. Then the water rushed in, and before the dress could be hauled to the boat, it sank again, but was pulled up as soon as possible. When it was landed on the boat and opened, the diver was still alive. Restoratives were administered and he soon regained consciousness, and has now well recovered, but it was only the breaking of the apparatus, a most unusual thing, which saved his life.—*Courier.*

COMMERCIAL INTELLIGENCE.

SATURDAY, 23rd February.

EXCHANGE:

ON LONDON.—
Bank Bills, on demand 3/7½
Bank Bills, at 30 days' sight ... 3/7½
Bank Bills, at 4 months' sight 3/8½
Credits, at 4 months' sight ... 3/8½
Documentary Bills, at 4 months' sight 3/8½

ON PARIS.—
Bank Bills, on demand 4.58
Credits, at 4 months' sight 4.63

ON BOMBAY.—Bank, 3 days' sight 220

ON CALCUTTA.—Bank, 3 days' sight 220

ON SHANGHAI.—
Bank, sight 72½
Private, 30 days' sight 73½

SHARES.

Hongkong and Shanghai Bank Shares (Cum New Issue)—164 per cent. premium.

Union Insurance Society of Canton, Limited—$600 per share.

China Traders' Insurance Company's Shares—$75 per share.

North China Insurance—Tls. 1,350 per share.

Yangtsze Insurance Association—Tls. 1,000 per share.

Chinese Insurance Company, Limited—$200 per share.

On Tai Insurance Company, Limited—Tls. 148 per share.

Canton Insurance Office, Limited—$105 per share.

Hongkong Fire Insurance Company's Shares—$333 per share.

China Fire Insurance Company's Shares—$71 per share.

Hongkong and Whampoa Dock Company's Shares—51 per cent. premium.

Hongkong, Canton, and Macao Steamboat Co.'s Shares—$42 ex div.

Indo-China Steam Navigation Co.'s Shares—22½ per cent. discount.

China and Manila Steamship Company, Limited—Par.

Hongkong Gas Company's Shares—$84 per share.

Hongkong Hotel Company's Shares—$150 per share.

China Sugar Refining Company, Limited—$124 per share.

China Sugar Refining Company (Debentures)—Nominal.

Luzon Sugar Refining Company, Limited—$94 per share.

Hongkong Ice Company's Shares—$150 per share.

Hongkong and China Bakery Company, Limited—$32 per share.

Chinese Imperial Loan of 1874—Nominal.

Chinese Imperial Loan of 1877—Nominal.

Chinese Imperial Loan of 1878—Nominal.

Chinese Imperial Loan of 1881—Par.

HONGKONG TIDE-TABLE.

25TH FEBRUARY TO 2ND MARCH, 1884.

		High Water.		Low Water.	
Day of Week	Day of Month	Hongkong Mean Time	Height.	Hongkong Mean Time.	Height.
		h m	ft. in.	h m	ft. in.
M.	25	m 9 14	2 8	m 3 16	—1 2
		9 3 14 a	4 11	1 40 a	—0 10
Tu.	26	m 9 39	3 0	m 3 9	—1 4
		3 55 a	6 0	2 3 a	0 5
W.	27	m 10 6	3 0	m 3 43	—1 4
		9 26 a	4 11	3 15 a	0 8
Th.	28	m 10 34	3 3	m 4 15	—1 8
		10 16 a	4 7	4 4 a	—0 1
F.	29	m 11 2	3 5	m 4 48	—0 11
		10 57 a	4 1	4 51 a	—0 5
Sat.	1	m 11 31	3 8	m 5 21	—0 8
		11 51 a	3 5	5 41 a	—0 3
S.	2	0 4 a	3 9	m 5 53	—0 1
				6 38 a	—0 2

The height of mean sea-level has been determined at 2.595 feet above zero of the Victoria Moral Yard; and the Low-water Ordinary Spring-Tides, to which datum the heights in these Tables are referred, as 2.595 feet above zero.

The heights in the Tables marked with a minus (—) sign are below Low-Water Ordinary Spring-Tides, and should be subtracted from the constants given above.

CHINA COAST METEOROLOGICAL REGISTER.

22nd February, 1884. at 4 P.M.

STATION.	Barometer reduced to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	30.08	79.2	76	NNE	4	c	—
Hongkong	30.43	60.7	75	NNE	3	c	—
Amoy	30.37	65.0	68	NE	3	c	—
Foochow	—	—	—	—	—	c	—
Shanghai	30.43	33.5	68	N	3	c	—
Nagasaki	30.30	—	—	NW	6	c	—
Wladiwostok	30.21	17.8	—	N	5	c	—

23rd February, 1884. at 10 A.M.

STATION.	Barometer reduced to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	30.17	79.5	70	N	2	c	—
Hongkong	30.41	60.5	79	NE	2	c	—
Amoy	30.34	65.0	62	NE	3	c	—
Foochow	—	—	—	—	—	—	—
Shanghai	30.44	33.0	85	NNW	2	b	—
Nagasaki	30.29	—	—	W	2	—	—
Wladiwostok	30.19	14.2	—	N	4	c	—

☞ The Barometer is still rising. Gradients indicate fresh N.E. Breezes. The Temperature and Humidity have not changed and the weather continues fine but is becoming cloudy at all stations.

W. DOBERCK.

Hongkong Observatory, 23rd February, 1884.

METEOROLOGICAL REGISTER.

	Previous day. at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.39	30.43	30.35
Temperature	61.1	60.7	58.5
Humidity	87	44	37
Direction of wind	E.S.E.	N	N.
Force of wind	1	1	3
Weather	C.	C.	C.G.
Rain	—	—	—

1.—BAROMETER reduced to 32 degrees Fahrenheit and to the level of the sea in inches, tenths and hundredths.
2.—TEMPERATURE in the shade in degrees and tenths Fahrenheit.
3.—HUMIDITY as percentage of saturation, the humidity of air saturated with moisture being 100.
4.—DIRECTION OF THE WIND to two points.
5.—FORCE OF THE WIND according to Beaufort Scale.
6.—STATE OF THE WEATHER: B. blue sky; C. detached clouds; D. drizzling rain; F. fog; G. gloomy; H. hail; L. lightning; O. overcast; P. passing showers; Q. squally; R. rain; S. snow; T. thunder; V. visibility; W. dew (wet).—The letters are repeated to indicate any increase over the average of their signification.
7.—RAIN in inches, tenths and hundredths.
For further particulars see "Instructions for making Meteorological Observations in China" (KELLY AND WALKER, Hongkong).

W. DOBERCK.

Hongkong Observatory, 24th February, 1884.

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HAMBURG	Saint Ideuc	Durand	Hongkong	Carlowitz & Co.	Quick despatch.
HAMBURG, via SUEZ CANAL	Bellona (str.)	W. Schaefer		Siemssen & Co.	On or about 8th Mar.
LONDON, via SUEZ CANAL	Antenor (str.)	Bragg		Butterfield & Swire	On or about 25th inst.
LONDON, &c., via SUEZ CANAL	Ganges (str.)	W. B. Andrews		P. & O. S. N. Co.	On 4th Mar., at 4 P.M.
MARSEILLES, via SAIGON, &c.	Sachalien (str.)	Homery		Messageries Maritimes	To-morrow, at Noon.
NEW YORK via SUEZ CANAL	Selembria (str.)	Fowler	Hongkong	Russell & Co.	On or about 1st March.
SAN FRANCISCO,	Loretto Fish	Hyler		Russell & Co.	Quick despatch.
SAN FRANCISCO, via YOKOHAMA	City of Tokio (str.)			P. M. S. S. Co.	On 3rd March, at 3 P.M.
TRIESTE, &c	Pandora (str.)	G. Sturli		Melchers & Co.	On or about 28th inst.
SYDNEY AND MELBOURNE,	Whampoa (str.)	Williams		Butterfield & Swire	On 29th inst., at 4 P.M.
VICTORIA, B.C.	Nellie May	Austin	Hongkong	Russell & Co.	Quick despatch.
BOMBAY, via STRAITS	Sumatra (str.)		Hongkong	P. & O. S. N. Co.	On 27th inst., at 4 P.M.
BATAVIA, SAMARANG, &c.	Camorta (str.)	Oreille		Jardine, Matheson & Co.	On or about 25th inst.
YOKOHAMA	Menzaleh (str.)	Blanc	Hongkong	Messageries Maritimes	Quick despatch.
YOKOHAMA, via NAGASAKI, &c.	Kashgar (str.)			P. & O. S. N. Co.	On 6th Mar., at Noon.
NAGASAKI, KOBE, &c.	Kumamoto-Maru (str.)	Drummond		M. B. M. S. S. Co.	On 29th inst., at 4 P.M.
BANGKOK	Taichiow (str.)	J. Jordan	Hongkong	Yuen Fat Hong	To-morrow, at 8 A.M.
SHANGHAI	Irawaddy (str.)	Pasqualini		Messageries Maritimes	Quick despatch.
SHANGHAI	Clyde (str.)			P. & O. S. N. Co.	Quick despatch.
SWATOW, AMOY, & F'CHOW	Douglas (str.)	S. Ashton	Hongkong	Douglas Lapraik & Co.	On 28th inst., Daylight.
SWATOW	Thales (str.)	T. G. Pocock	Hongkong	Douglas Lapraik & Co.	To-morrow, at Noon.

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HO SHEN CHEE,
Secretary.

Head Office, Hankow Road,
Shanghai, 1st June, 1882. [1102

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MELCHERS & Co.

27th March, 1876 [10

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JAS. B. COUGHTRIE,
Secretary.

27th March, 1882. [692

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31st January, 1883. [265

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Hongkong, 1st January, 1884. [18

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To illustrate the vast scope of the work, the following facts are submitted for consideration:—Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, while this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

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THE American Bark
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Austin, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.

11th February, 1884. [355

FOR SAN FRANCISCO.

THE 3/3 L. I. I. American Ship
"LORETTO FISH,"
Hyler, Master, shortly due, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.

28th January, 1884. [237

FOR HAMBURG, DIRECT.

THE 3/3 L. I. I. French Barque
"SAINT IDEUC,"
Durand, Master, will load here for the above Port and will have quick despatch.
For Freight or Passage, apply to
CARLOWITZ & Co.

15th January, 1884. [164

VESSELS ON THE BERTH.

FOR BANGKOK DIRECT.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

THE Company's Steamer
"TAICHIOW,"
Captain James Jordan, will be despatched for the above Ports TO-MORROW, the 26th instant, at EIGHT A.M.
For Freight or Passage, apply to
YUEN FAT HONG,
Agents.

23rd February, 1884. [421

NETHERLANDS-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG, AND SOURABAYA, VIA SAIGON AND PONTIANAK.

THE Company's Steamship
"CAMORTA,"
Captain Oreille, will be despatched as above on or about the 25th instant.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

16th February, 1884. [387

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship
"ANTENOR,"
Captain Bragg, will be despatched as above on or about the 25th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.

14th February, 1884. [252

STEAM TO BOMBAY VIA STRAITS.

THE P. & O. S. N. Co.'s Steamship
"SUMATRA,"
will leave for the above place on WEDNESDAY, the 27th instant, at FOUR P.M.
A. McIVER,
Superintendent.

22nd February, 1884. [418

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, AND TRIESTE.
(Taking Cargo at through rates to CALCUTTA, PERSIAN GULF PORTS, ODESSA, and the MEDITERRANEAN PORTS).

THE Company's Steamship
"PANDORA,"
Captain G. Sturli, will be despatched as above on or about THURSDAY, the 28th instant.
For further Particulars, apply to
MELCHERS & Co.,
Agents.

13th February, 1884. [370

CHINA NAVIGATION COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND.)

THE Steamship
"WHAMPOA,"
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BUTTERFIELD & SWIRE, Agents.

15th February, 1884. [376

UNION LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"SELEMBRIA,"
Captain Fowler, will be despatched for the above Port on or about SATURDAY, the 1st March, instead of as previously advertised.
For Freight or Passage, apply to
RUSSELL & Co.

22nd February, 1884. [369

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship
"CLYDE,"
will leave for the above place about 24 hours after her arrival with the next English Mail.
A. McIVER,
Superintendent.

22nd February, 1884.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship
"TRAOUADDY,"
Captain Pasqualini, will be despatched for SHANGHAI,
shortly after her arrival from Europe.
J. MARTIN,
Acting Agent.

20th February, 1884.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship
"MENZALEH,"
Captain Blanc, will be despatched for YOKOHAMA,
shortly after the arrival of the next French Mail from Europe.
J. MARTIN,
Acting Agent.

20th February, 1884.

STEAM TO YOKOHAMA VIA NAGASAKI AND HIOGO.
(Passing through the INLAND SEA).

THE P. & O. S. N. Co.'s Steamship
"KASHGAR"
will leave for the above place on THURSDAY, the 6th March, at NOON.
A. McIVER,
Superintendent.

22nd February, 1884.

FOR HAVRE, LONDON, AND HAMBURG, VIA SUEZ CANAL.

THE Steamship
"BELLONA,"
Captain W. Schaefer, will be despatched for the above Ports on or about the 8th proximo.
For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.

21st February, 1884. [414

VESSELS ON THE BERTH.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ,
ISMAILIA, PORT SAID, SYRIAN PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA;
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ON TUESDAY, the 26th day of February, 1884, at Noon, the Company's Steamship "SAGHALIEN," Commandant Homery, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until NOON of 25th February, 1884.

Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 25th February, 1884. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

J. MARTIN,
Acting Agent.

15th February, 1884.

MITSU BISHI MAIL STEAMSHIP CO.

STEAM TO NAGASAKI AND KOBE, VIA INLAND SEA.
TAKING CARGO FOR YOKOHAMA.

THE "KUMAMOTO-MARU," Captain DRUMMOND, due here on or about the 25th inst., will be despatched as above on FRIDAY, the 29th instant, at FOUR P.M.

Cargo received on board and Parcels at the Office up to ONE P.M., of the day of Sailing.

No Bill of Lading signed under 32 Freight.

All Claims for Damage must be settled on board before delivery is taken, otherwise they will not be recognized.

Cargo and Passengers for Yokohama will be transhipped to the Shanghai Mail Steamer at Kobe.

For further Particulars, apply at the Company's Offices, Praya Central, Ground Floor of Messrs. Russell & Co.

H. J. H. TRIPP,
Agent.

22nd February, 1884.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF TOKIO," will be despatched for San Francisco, calling at Yokohama and Honolulu, on MONDAY, the 3rd March, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, viâ Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versâ*) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. on the 2nd March. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in

EXTRACTS.

OLD AGE.

There is a beauty Youth can never know,
With all the lusty radiance of his prime,
A beauty the sole heritage of time,
That gilds the fabric with a sunset glow,
That glorifies the work it soon lays low!
There is a charm in Age, well nigh sublime,
That lends new lustre to the poet's rhyme,
As mountain-peaks are grander crowned with snow.
How gay the laugh of Youth! but, oh! how brave
The stately weakness of a reverend Age!
Be ours the task to solace and to cheer,
To fondly guide its footsteps to the grave,
To print a blessing on the final page,
And cherish memories for ever dear!

LADIES OF THE LAW.

The influence of woman, everywhere great, is growing paramount in the forum. The barrister's bride is a type co-operative, active, varied, flourishing with equal emphasis in the turtle dovecotes of Campdenhill, among the bitter cries of outcast Bedford Park, or amid the brief, breathing magnificence of Mayfair. "Officers' wives bring puddings and pies; soldiers' wives bring skilly," goes the ancient mess refrain. What the wives of stuff and silk may bring is a more interesting because a more complicated study, especially at a time when efforts are being made to discover the one member of the rising generation who has *not* been called to the bar. In discussing this theme we almost contemplate the whole duty of the marriageable female. It is a serious subject, and we trust we are approaching it in a becoming spirit.

The lady of the law proper (not that impropriety could ever be associated with that young person) is what may be termed "the barrister in petticoats." Herself the only child of some eminent Queen's counsel, and nurtured *in gremio legis*, she seems predestined for the profession. Her parchment face, her argumentative forefinger, her pedantries of costume, are her father's, "writ small." Her conversation swoops down on the legal standpoint instinctively. "Why not?" is her favourite retort to the would-be superior who takes her in to dinner. At a dance none so learned as she concerning the laws of partnership. With judicial frigidity she dictates on points and presumptions of social etiquette, reducing everything to a code. Her mother fears, her friends consult, her sire propitiates her. Indeed, by so doing he only indulges a proper self-respect certain sub-acidity of manner is perhaps only caused by the limited opportunities afforded by spinsterhood for the exercise of her talents; and when she marries a middle-aged conveyancer, nobody can feel surprised. It is fitting that she should have a practice; that she should enter into a solemn contract for a legal consideration; that she should rise above the feeble associations of youth and frivolity. The shrewder clients know that it is she and not he who settles the drafts and drafts the settlements, while her richer relatives tremble to think how she may contest their will.

Very different but equally representative as a barrister's helpmeet is the "solicitor's siren." While Young Pumpcourt labours hard at his heroic treatise on international law in chambers, his charming young wife is not idle at home. That solicitors—a race once unjustly proscribed—are now obdurate masters of the situation; that man cannot live by bread alone; that Parliamentary agents, however formidable, are but human, is to her scientific wits a series of axioms to support substantial propositions. With what affectionate art she compasses the acquaintance of astute Ulysses, senior partner in the well-known marine insurance firm! How tactful are her attentions to poor Penelope, from whom the old pirate is industriously absent! It is in vain that he nails himself to the nepotistic mast, and thinks to reserve all his favours for his stupid son-in-law. In vain he stops his ears with the wax of common sense. She manages his little schemes, sings to him, and diverts him in such ways as the silly old worldling has never before experienced. Penelope, too, is delighted to see her husband's peaceful presence when the Pumpcourts dine with them; sends them flowers and game. How clever she that young Pumpcourt is! Why will not Ulysses give him a turn? Of what good are game and flowers to an aspiring young barrister? And so at length the great bundle tied with red tape arrives at the same time as the little bundle wrapped in dainty swaddling clothes. Every evening when Pumpcourt returns he is greeted by his cosy teacup, his *placens uxor*, with her intelligent interest in the abstruse problems of the revolutionary volume, and that crowing contemporary the brief, Happy Pumpcourt! Never did a lady so master the law; never was the law mastered by such a lady! Full well are the couple entitled, in the halcyon days of dignity, to recite to their youthful prodigy the legal and retrospective fiction of a garret and starvation.

Again, who can forget the babylike bride (usually the daughter of a solicitor), who assumes a profound and touching ignorance of her husband's avocations, assuring all her friends (and enemies) that he is "shockingly overworked with dry deeds, I suppose, and 'devilling,' it is called, and horrid breach of promise cases, or something of the sort, don't you know, and hardly ever gets back before twelve o'clock, you see, and is so very clever." She is well aware, though she tries to bamboozle herself, that the lounger is smoking the while over the last novel in his Bohemian den, and relieving discussions on popular actresses with dirges on his prospects of professional failure. This is the little hypocrite who inquires if you know "Willie Jones at the bar," and is always forgetting the number of guests good-naturedly invited for some unrevealed evening when he does not return from his toils, of course, till deep into the night. She fosters a blind belief in the "shorn lamb theory," declares that "Papa must see what ability dear George has" before long, and is not so very much mistaken after all, for she excites so much pity, and trusts so fatuously to chance that good feeling and good luck are both attracted, and he is eventually forced by his father-in-law to work, and to regret the hours of desultory despair.

Who, again, but remembers the "School Board and Charity Organisation" lady of the law, who disposes from her dirty home such honest, earnest charities, and exacts from her weary lord such energetic, helpful kindness, that her politico-economical disputes and her domestico-economical dishes frighten all social solicitors away; or the lady of the law who is popularly supposed originally to have been a mandressof the law, and, because she drops her "H's," becomes dropped by her husband's acquaintances; or the theatrically legal wife, who believes that the preserves of Thespis may prove a happy hunting-ground for the spoils of Themis; or the well-connected lady of the law, who cultivates the pushing attorney as sedulously as any bachelor-barrister, and initiates half-unconsciously a brisk traffic in duchesses' invitation cards. She, a Fitz Conyngs, has even condescended to grace the lawyer's dinner-table, and wades through indigestion to the woolsack.

The rich widow of the law is a rarer type; her first husband has been either very plebeian or very patrician. She forecasts an independent career. Her eyes light on some ambitious counsel; it may be one of her deceased tyrant's flatterers, if he belonged to the more dominant branch of the profession. She soon attracts a *salon*, gains social and artistic prestige, and with them a fashionable *clientèle* for her husband.

The moral of the whole matter is evident; the bar is a connubial coterie against which competitive bachelorhood strives in vain. Two heads—the gentler, and, if possible, without a wig—are better than one; and at a time when feminine employment is no longer a solecism, there are few careers at once so romantic and remunerative as that of the "lady of the law."—*Globe.*

EARTHQUAKE WEATHER.

In an article on this subject in the *Cornhill Magazine* for January it is stated that the world in general, and Europe in particular, has been lately visited by a marked and unusual spell of tempestuous earthquake weather. In the meteorological or climatic sense, earthquake weather seems to be mainly connected with volcanic disturbances. It indicates some change of conditions in the air, some curious upsetting of the ordinary circumstances under which we live, giving rise to very indefinable but perfectly recognisable sensations, not only in man but in the lower animals as well. A sudden feeling of awe seems to come over us for no particular assignable reason; the birds leave off singing; the dogs forget to howl; the black people drop for a moment from their perpetual high monotone of shouting and quarrelling; and in a minute the shock is upon one. Before the Casamicciola disaster, wells dried up suddenly, subterranean thunder was heard, and slight oscillations of the earth took place as a sort of warning of the coming catastrophe. Strangest and most significant of all, as showing the presence of odd derranging circumstances in the atmosphere, or powerful electrical disturbances, the big clock in the Sala Bellinzzi stopped twenty minutes before the actual approach of the earthquake. The hot springs also underwent sudden changes of temperature, another indication of the way in which earthquake weather may be produced. Though earthquakes are now one of the most terrible forms in which the internal energies of the earth usually manifest themselves, it has not always been so, and it may not always be so in future. There have been geological catastrophes in the history of our planet immeasurably more awful than any actual or possible earthquake—catastrophes compared to which even the eruption of Vesuvius that overwhelmed Herculaneum and Pompeii was but a small and unimportant episode. Professor Geikie, following many distinguished American geologists, has shown that the vast basalt plains of Western America, as well as the region about the Giant's Causeway in north-eastern Ireland, have been produced by a peculiar form of volcanic action which he call fissure-eruptions. In these cases it seems that molten sheets of lava of enormous size poured forth bodily in a vast flood from huge rents in the earth's crust, and overwhelmed many hundred square miles together with their devastating inundation. The lava spreads to a depth of some hundreds of feet, and has rolled around the feet of mountains and filled up their valleys exactly as a flood of water might have done. These terrific "massive eruptions" or direct outflows of incandescent molten matter are probably the most frightful cataclysms that have ever visited the face of the earth. Nervous people, however, may console themselves by the consideration that the chances of their being overwhelmed in such an outflow are practically infinitesimal. In all probability if a man were to have an infinity of lives, one after another, he would have to get killed in a railway accident 892 times over, not to mention several hundred thousand natural deaths meanwhile, before he ever once got himself caught in a fissure-eruption.

SEVEN-YEAR SLEEPERS.

A certain famous historical desert snail was brought from Egypt to England as a conchological specimen in the year 1846. This particular mollusk (the only of his race, probably, who ever attained to individual distinction), at the time of his arrival in London, was really alive and vigorous; but as the authorities of the British Museum, to whose tender care he was consigned, were ignorant of this important fact in his economy, he was gummed, mouth downward, on to a piece of cardboard, and duly labelled and dated with scientific accuracy, *Helix desertorum*, March 25, 1846. Being a snail of a retiring and contented disposition; however, accustomed to long droughts and corresponding naps in his native sand-wastes, our mollusk thereupon simple curled himself up into the topmost recesses of his own whorls, and went placidly to sleep in perfect contentment for an unlimited period. Every conchologist takes it for granted, of course, that shells which he receives from foreign parts have had their inhabitants properly boiled and extracted before being exported; for it is only the mere outer shell or skeleton of the animal that we preserve in our cabinets, leaving the actual flesh and muscles of the creature himself to wither unobserved upon its native shores. At the British Museum the desert snail might have snoozed away his inglorious existence unsuspected, but for a happy accident which attracted public attention to his remarkable case in a most extraordinary manner. On March 7, 1850, nearly four years later, it was casually observed that the card on which he reposed was slightly discoloured; and this discovery led to the suspicion that perhaps a living animal might be temporarily immured within that papery tomb. The Museum authorities accordingly ordered our friend a warm bath (who shall say hereafter that science is unfeeling!), upon which the grateful snail, walking up at the touch of the familiar moisture, put his head cautiously out of his shell, walked up to the top of the basin, and began to take a cursory survey of British institutions with his four eye-bearing tentacles. So strange a recovery from a long torpid condition, only equalled by that of the Seven Sleepers of Ephesus, deserved an exceptional amount of scientific recognition. The desert snail at once awoke and found himself famous. Nay, he actually sat for his portrait to an eminent zoological artist, Mr. Waterhouse; and a woodcut from the sketch thus procured, with a history of his life and adventures, may be found even unto this day in Dr. Woodward's "Manual of the Mollusc," to witness if I lie. I mention this curious instance, says a writer in *Cornhill*, because it is the best authenticated case on record (so far as my knowledge goes) of any animal existing in a state of suspended animation for any long period of time together. But there are other cases of encysted or immured animals which, though less striking as regards the length of time during which torpidity has been observed, are much more closely analogous to the real or mythical conditions of the toad-in-a-hole. That curious West African mud fish, the Lepidosiren (familiar to all readers of evolutionary literature as one of the most singular existing links between fish and amphibians), lives among the shallow pools and broads of the Gambia, which are dried up during the greater part of the tropical summer. To provide against this annual contingency, the mud fish retires into the soft clay at the bottom of the pools, where it forms itself a sort of nest, and there hibernates, or rather estivates, for months together, in a torpid condition. The surrounding mud then hardens into a dry ball; and these balls are dug out of the soil of the rice fields by the natives, with the fish inside them, by which means many specimens of lepidosiren have been sent alive to Europe, embedded in their natural covering. Here the strange fish is chiefly prized as a zoological curiosity for aquariums, because of its possessing gills and lungs together, to fit it for its double existence; but the unsophisticated West Africans grub it up on their own account as a delicacy, regardless of its claims to scientific consideration as the earliest known ancestor of all existing terrestrial animals. Now, the torpid state of the mud-fish in his hardened ball of clay closely resembles the real or supposed condition of the toad-in-a-hole; but with one important exception. The mud-fish leaves a small canal or pipe open in his cell at either end to admit the air for breathing, though he breathes in a very slight degree during his estivation; whereas every proper toad-in-a-hole ought by all accounts to live entirely without either feeding or breathing in any way. However, this is a mere detail; and indeed, if toads-in-a-hole do really exist at all, we must in all probability ultimately admit that they breathe to some extent, though perhaps very slightly, during their long immurement.

SLIPPERS FOR SOLDIERS.

The authorities at the War Office have wisely determined still further to lighten the burdens to be borne by the British soldier. As one of the results of recent Committee-work on equipment, it has been decided that a pair of light canvas waterproof slippers shall henceforth be carried by the soldier in his valise, when on active service, instead of the second pair of boots which have hitherto been included in the soldier's kit, but which will now be carried in the first line of transport. A small supply of boots will accompany each battalion, to replace the few that may be prematurely worn out. It has been found that troops can keep the field, in a rough country, on one pair of boots, for two months; and it is believed that the addition of light canvas shoes, to be worn when the boots have been removed, to ease the feet, will answer all requirements. We find that this sensible reform, so long delayed, was suggested many years ago by the late Dr. Parkes, the well-known authority on military and general hygiene. In reference to the possibility of lightening the weight of a soldier's field-kit, he wrote:—"The boots are the heaviest individual articles in the kit; and, possibly, if magazines of boots are properly established in war, a pair of light shoes would be better in the pack. On talking with soldiers, both officers and men, I have found great divergence of opinion about the utility of the spare boots in the pack. It is a point on which it is very desirable some good authority should express an opinion."—*British Medical Journal.*

A NEW CLARINET.

M. Eugene Albert, of Brussels, has invented, and Mr. Arthur Chappell will shortly introduce into this country, a new clarinet, called "the indestructible," not without reason, for instead of wood the tube is made of metal—silver, German silver, or brass drawn on a polished steel mandrel—covered with vulcanite, which is little affected by the changes of temperature, and is said to be capable of standing 170 deg. of heat without injury to the instrument. Having recently witnessed a performance by Mr. Lazarus upon the new instrument we can state that in the hands of that admirable player its tone is all that can be desired. The metallic quality is much less perceptible than might be expected, and the slight loss of softness is made up for by an increase of carrying power, which will make the new clarinet especially valuable for military and other bands playing frequently in the open air. A very important improvement is the tuning slide applied to the "indestructible" clarinet. The only way of flattening the pitch of an ordinary clarinet is to pull out the tube a little at the joint, by means of which a certain portion of the air is liable to escape through the aperture, the strength as well as the pitch of the tone being thus materially impaired. The tuning slide, on the other hand, does not affect the tube itself at all, and can be adjusted by the simplest manipulation. An invention which, if generally adopted, would remove the clarinet from the class of "wood wind" instruments, of which at present it is the most important member, well deserves the serious attention of musicians.

SIR STAFFORD NORTHCOTE AT ETON.

Northcote did not long remain a Lower boy. He passed into the fifth form at Christmas, 1831, so that his experiences of fagging were very brief, comprising, in fact, but one full school-half. His contemporaries described him as having been a clever boy, gentle, studious, very neat in appearance, and never is scrapes:—

"The blossom of all manly virtues made
His boyhood beautiful."

He was not a "sap"—that is, an ostentatious grinder at books; he did all things quietly and methodically, being one of those admirably constituted young fellows who do not intrude their occupations upon others, but find time in plenty for play as well as work. Shortness of sight prevented him from taking to cricket as the quieter boys used to do in those days, when wet-bobbing was the pastime for the faster set. In the summer half of 1832 Northcote began to scull pretty regularly on the river, and was soon noticed for the neatness of his oarsmanship. As he was small and of light build, an offer was made him to steer one of the long boats, which he declined; but it was predicted of him very early that he would become one of the best cars in the school, and this came to pass. In 1834 he entered the boats and was placed at once in the "third upper," now called "Prince of Wales," but then "Adelaide," after the Queen Consort; in 1835 he rowed in the school eight, and going to Oxford, he pulled in the Balliol boat. For a boy to get into "stick-ups" before he was fourteen was formerly considered a great achievement. The word "stick-ups" came from the fact that there used to be three varieties of Etonian costume instead of two as now. At present boys dress according to their statures, either in jackets with black ties knotted sailor fashion, or in cutaway coats with white ties; but fifty years ago a boy discarded the black tie on getting into the fifth form, and if he was too small for "tails" he wore a jacket with a stand-up collar and a white tie, not, by-the-bye, the slim piece of cambric of these latter days; but a substantial roll of cravat, which went twice round the neck, and terminated in a bow about a foot long. Such was the costume of Northcote when he entered the fifth form in 1832, and found himself nearly the smallest member of that honourable company. That year, 1832, was notable in the school annals for an attempt which was made to revive the *Eton Miscellany*, which Gladstone had edited five years before. The new venture was called the *Eton College Magazine*, but it was started on the same lines as the *Miscellany*, and was equally good. The three conductors, all in Doctor's Division, were highly accomplished boys, who were to become distinguished men. The editor was John Wickens, who afterwards took a double-first at Oxford, went to the Bar, and became Vice-Chancellor. His two assistants were Thomas Phinn, a colleger, and the Hon. G. W. Lyttelton (the late Lord Lyttelton). Phinn took a first-class in classics at Oxford in 1835; became a barrister, a Q.C., Secretary to the Admiralty, and was for some time M.P. for Bath. Lyttelton was bracketed senior classic at Cambridge in 1838 with Vaughan, now Dean of Llandaff and Master of the Temple.—*Temple Bar.*

HONGKONG MARKETS.

As Reported by Chinese on the 23rd Feb., 1884.

COTTON GOODS.

American Drills, 30 yards, per piece	$2.25 to 2.10
American Drills, 15 lbs., per piece	$3.00 to 3.05
Cotton Yarn, No. 16 to 24, per 400 lbs.	$88.50 to 93.00
Cotton Yarn, No. 28 to 32, per 400 lbs.	$98.00 to 105.00
Cotton Yarn, No. 38 to 42, per 400 lbs.	$112.00 to 110.50
Cotton Yarn, Bombay	$78.00 to 79.50
Chintz, per piece	$1.70 to 1.75
Dyed Spotted Shirtings, per piece	$3.00 to 2.85
Dyed Brocades Shirtings, per piece	$3.65 to 3.70
Dyed Damask Shirtings, per piece	$5.50 to 5.65
English Drills, 30 yards, per piece	$2.55 to 2.65
English Drills, 14 lbs., per piece	$2.45 to 2.50
English Drills, 15 lbs., per piece	$2.85 to 2.90
Grey Shirtings, 7 lbs., per piece	$1.55 to 1.63
Grey Shirtings, 8 lbs., per piece	$1.77 to 1.85
Grey Shirtings, 8½ lbs., per piece	$1.95 to 2.22
Grey Shirtings, 9 lbs., per piece	$2.65 to 2.75
Grey Shirtings, 10 lbs., per piece	$2.97 to 3.00
Grey T-Cloths, 24 yds. & 33 in. 6 lbs. p. pc.	$1.20 to 1.25
Grey T-Cloths, 24 yds. & 32 in. 7 lbs. p. pc.	$1.35 to 1.70
Grey T-Cloths, 24 yds 36 in 8 lbs. XO p. pc.	$1.80 to 1.85
Grey T-Cloths, 24 yds 36 in 8 lbs. VV p. pc.	$2.30 to 2.35
Grey T-Cloths, 24 yds 36 in 8 lbs. XX p. pc.	$2.45 to 2.50
Handkerchiefs, Blue, per dozen	$0.60 to 0.65
Handkerchiefs, Brown, per dozen	$0.55 to 0.62
Handkerchiefs, Red, per dozen	$0.63 to 0.65
Handkerchiefs, Light Red, per dozen	$0.68 to 0.73
Velvet Black, 32 inches, per yard	$0.18 to 0.19
Velvet, Gentian, 22 inches per yard	$0.21 to 0.22
Velveteens, Black, per yard	$0.21 to 0.22
Velveteens, Gentian, per yard	$0.28 to 0.29
White Shirtings, 54 to 60 reed, per piece	$2.15 to 2.35
White Shirtings, 64 to 66 reed, per piece	$2.45 to 2.60
White Shirtings, 68 to 80 reed, per piece	$2.80 to 3.35
White Shirtings, 600 reed, per piece	$3.45 to 3.50
White Shirtings, 7,000 reed, per piece	$3.20 to 3.22
White Shirtings, AA, per piece	$1.65 to 1.70
White Shirtings, EE, per piece	$5.30 to 5.32
White Shirtings, MH, per piece	$3.00 to 3.05
White Spotted Shirtings, per piece	$2.45 to 2.50
White Brocades, per piece	$2.50 to 2.65

WOOLLEN GOODS.

Blankets, 8 lbs., per pair	$3.45 to 3.55
Blankets, 9 lbs., per pair	$3.75 to 3.85
Blankets, 10 lbs., per pair	$4.25 to 4.45
Blankets, 12 lbs., per pair	$5.70 to [illegible]
Camlets, SSS, per piece	$13.50 to 14.00
Camlets, SS, per piece	$13.50 to 14.00
Camlets, S, per piece	$14.50 to 15.00
Camlets, HSS, per piece	$16.50 to 17.00
Camlets, AAA, per piece	$16.50 to 17.00
Camlets, LLL, per piece	$13.50 to 14.00
Long Ells, M'M Scarlet, per piece	$6.65 to 6.70
Long Ells, M'M Assorted, per piece	$6.65 to 6.70
Long Ells, H'H Scarlet, per piece	$6.65 to 7.70
Long Ells, H'H Assorted, per piece	$6.65 to 6.70
Long Ells, H Scarlet, per piece	$6.65 to 6.70
Long Ells, H Assorted, per piece	$6.70 to 6.75
Lastings, DD, per piece	$12.50 to 13.20
Spanish Stripes, per yard	$0.72 to 0.73

METALS.

Iron, Nail Rod, per picul	$2.65 to 2.70
Iron, Hoop, per picul	$2.85 to 3.10
Iron, Bar, per picul	$3.30 to 3.35
Iron, Wire, per picul	$3.25 to 6.35
Lead, WB, per picul	$4.50 to 4.55
Lead, LB, per picul	$4.40 to 4.45
Lead, Hole Shop, per picul	$4.40 to 4.45
Quicksilver, English, per picul	$55.00 to 55.20
Quicksilver, American, per picul	$55.00 to 55.20
Steel, English, per tub	$3.65 to 3.75
Steel, Swedish, per tub	$4.15 to 4.25
Spelter, per picul	$5.00 to 5.05
Tin, Malacca, per picul	$33.40 to 34.50
Tin, Plates, per box	$4.90 to 4.95

PRODUCE.

Almonds, per picul	$23.00 to 23.50
Alum, 1st quality, per picul	$2.45 to 2.55
Alum, 2nd quality, per picul	$1.75 to 1.85
Bark, Camphor, per picul	$17.50 to 18.50
Beche de Mer, per picul	$50.00 to 55.00
Bees Wax, Japan, White, per picul	$11.50 to 12.50
Bees Wax, Hankow, Yellow, per picul	$44.00 to 46.50
Bees Wax, White, per picul	$65.50 to 68.50
Birds' Nests, 1st quality, per picul	$1,650 to 2,400
Birds' Nests, 2nd quality, per picul	650 to 750
Birds' Nests, 3rd quality, per picul	$75.00 to 200
Brimstone, per picul	$2.55 to 2.65
Buffalo Hides, Manila	$12.00 to 15.50
Buffalo Cow Hides	$7.00 to 8.00
Camphor, packed, per picul	$15.50 to 16.50
Camphor, Barous, clean, per picul	$3,500 to 3,800
Camphor, Rotuse, per picul	$1,000 to 1,050
Cardamoms, Superior	$125 to 135
Cardamoms, Inferior, per picul	$22.00 to 23.00
Cloves, per picul	$35.00 to 36.50
Coals, Ahcat, per ton	— to —
Coals, English steam, per ton	$19.25 to 19.00
Coals, Sydney, per ton	$9.25 to —
Coffee, per picul	$22.20 to 24.50
Copper, Sheathing, Japan, per picul	$20.50 to 21.00
Copper, Rod, Japan, per picul	$23.70 to 24.00
Copper, Nails, per picul	$23.50 to 23.80
Cotton, Bombay, per picul	$15.80 to 16.30
Cotton, Calcutta, per picul	$17.50 to 17.80
Cotton, Ningpo, per picul	$18.20 to 18.60
Cotton, Shanghai, per picul	$16.30 to 17.50
Cotton, Shantung, per picul	$16.20 to 16.80
Cotton, Tientsin, per picul	$17.30 to 17.80
Cotton, Tungchow, per picul	$17.50 to 18.30
Cotton Seeds, Saigon	$4.20 to 4.30
Cotton Seeds, Siam	$4.10 to 4.20
Cuttlefish, Japan	$22.50 to 23.00
Cuttlefish, Japan, without bones, p. pl.	$15.50 to 16.50
Cuttlefish, Chaochow, per picul	$23.00 to 37.50
Dates, Black, per picul	Tls. 2.3.0 to 2.0.5
Dates, Red, per picul	Tls. 2.3.5 to 2.4.0
Dried Lily Flowers	$7.95 to 8.15
Elephant's Teeth, 4 to 5 pieces	$250 to 300
Elephant's Teeth, 7 to 8 pieces	$200 to 220
Flour, California, per sack of 50 lbs.	$1.45 to 1.4
Flour, American, per barrel of 100 lbs.	$3.10 to 3.25
Flour, American, per barrel of 200 lbs.	$3.20 to 6.35
Fungus	$30.00 to 30.50
Flints, per picul	$0.50 to 0.63
Ginseng, American, 1st quality, p. picul	$200 to 265
Ginseng, American, 2nd quality, p. picul	$160 to 210
Hams, Ordinary, per picul	Tls. 17.7.0 to 18.0.0
Hams, Superior, per picul	Tls. 29.5.0 to 31.0.0
Hemp, Hankow, per picul	$10.50 to 12.00
Hemp, Siam, per picul	$10.40 to 11.00
Isinglass, Japan, per picul	$34.00 to 41.00
Melon Seeds, 1st quality, per picul	$4.30 to 5.20
Melon Seeds, 2nd quality, per picul	$4.50 to 4.65
Mushrooms, per picul	$38.00 to 46.50
Mussels, Dry Siam large, per picul	$0.95 to 0.10
Mussels, Dry Siam middle, per picul	$7.25 to 7.45
Mussels, Dry Siam small, per picul	$6.15 to 6.35
Pea Oil, per picul	Tls. 6.0 to 6.2.5
Peas, White, per picul	$2.15 to 2.23
Peas, Green, per picul	$2.25 to 2.3[illegible]
Peas, Black, per picul	$1.75 to 1.76
Peas, Yellow, per picul	$2.0 to 2.13
Peas, Green Beans, per picul	$2.15 to 2.25
Pearl Barley, per picul	6.50 to 7.50
Potatoe Flour, per piculs	Tls. 1.4.0 to 1.5.5
Cutchuck, per picul	$13.00 to 14.70
Rhinoceros Horn, per picul	$3,900 to 3,900
Rhinoceros Horn, Mother, per picul	$2,000 to 2,400
Rice, Siam, No. 1, per picul	$1.35 to 1.96
Rice, Siam, No. 2, per picul	$1.32 to 1.83
Rice, Siam, milled No. 1, per picul	$1.92 to 1.83
Rice, Siam, milled No. 2, per picul	$1.67 to 1.63
Rice, Saigon, No. 1, per picul	$1.87 to 1.90
Rice, Saigon, Hemp bags	$1.78 to 1.76
Rice, Saigon, Straw bags	$1.71 to 1.72
Rice, Japan	$3.10 to 3.70
Saltpetre, refined	$5.6 to 5.8
Sapwood, Green, per picul	$1.95 to 2.10
Sapwood, Cut, per picul	$2.25 to 2.40
Sesamum, White, per picul	$3.85 to 3.95
Sesamum, Black, per picul	Tls. 2.4.5 to 2.5.5
Sharksfins, per picul	$35.00 to 60.00
Shellfish, Japan, per picul	$27.00 to 30.00
Shellfish, California, per picul	$11.50 to 12.00
Stockfish, per picul	$5.00 to 6.50
Straits Produce, &c.—	
Betel Nut, per picul	$14.17 to 4.20
Pepper, White, per picul	$21.70 to 22.00
Pepper, Black, per picul	$18.50 to 18.90
Rattan, Straits, per picul	$5.30 to 5.50
Rattans, Bangar, per picul	$4.35 to 4.65
Sandal Wood, Malabar, per picul	$4.30 to 4.85
Sandal Wood, South Seas, per picul	$21.50 to 62.50
Sapan Wood, Manila, per picul	$1.45 to 1.65
Sapan Wood, Siam, per picul	$2.25 to 2.35
Sugar, Shek-lung, White, No. 1, p. pcl.	$7.50 to 8.05
Sugar, Shek-lung, White, No. 2, p. pcl.	$6.75 to 6.93
Sugar, Shek-lung, Brown, per picul	$4.35 to 4.30
Sugar Candy, Shek-lung, per picul	$9.00 to 9.00
Sugar Candy, Fanchow, per picul	$8.85 to 9.75
Sugar Candy, Swatow, White, per picul	$8.75 to 7.50
Vermicelli, Tientsin, per picul	$7.50 to 7.7[illegible]
Wheat, Tientsin, per picul	$2.15 to 2.20
Wheat, Japan, per picul	$3.15 to 2.20
Wood Oil, per picul	Tls. 6.3.[illegible] to 6.4.0
Window Glass, per box	$3.65 to 3.70

SHIPPING IN THE CHINA WATERS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
HONGKONG.						
STEAMERS.						
Activ	Feb. 5	Ravsbach	Dan. str	268	Arnhold, Karberg & Co	
Ashburne	Feb. 20	Lambert	Brit. str	1613	Jardine, Matheson & Co	
Bellona	Feb. 6	W. Schaefer	Ger. str	739	Siemssen & Co	
Benledi	Feb. 21	W. Thomson	Brit. str	1000	Butterfield & Swire	
Bothwell Castle	Feb. 14	R. J. C. Tod	Brit. str	1653	Captain	
China	Jan. 25	Bosken	Ger. str	648	Yuen Fat Hong	
C. of R. Janeiro	Feb. 16	Searle	Amr. str	3543	P. M. S. S. Co	
De Bay	Feb. 12	W. C. Lyder	Brit. str	1087	Mitsu Bishi M. S. S. Co	
Douglas	Feb. 24	S. Ashton	Brit. str	982	Douglas, Lapraik & Co	
Emuy	June 30	Rementaria	Span. str	222	Remedios & Co	
Fame	—	Stevani	Brit. str	117	H. & W. Dock Co.	
Hainan	Nov. 28	J. Woone	Brit. str	281	Afong	
Hankow	—	J. Ogston	Brit. str	2235	Butterfield & Swire	
Hoihow	Feb. 24	A. Vardon	Brit. str	899	Butterfield & Swire	
Honam	—	T. T. Canning	Brit. str	1344	H. C. & M. Steamboat Co	
Kiukiang	—	Lefavour	Brit. str	1061	H. C. & M. Steamboat Co	
Kiungchow	—	S. W. Goggin	Brit. str	288	H. C. & M. Steamboat Co	
K'moto Maru	Feb. 24	Drummond	Jap. str	1260	M. B. M. S. S. Co	
Massalia	Feb. 13	G. Petersen	Ger. str	1263	Siemssen & Co	
Menzaleh	Feb. 22	B. Blanc	Fr. str	1276	Messageries Maritimes	
Nam-tuan	Jan. 9	Lerida	Fr. str	435	A. R. Marty	
Pandora	Feb. 19	Sturli	A.-H. str	1782	Melchers & Co	
Peking	Feb. 12	Hanermann	Brit. str	954	Siemssen & Co	
Pilot Fish	Nov. 27	B. Vhi	Span. str	37	Remedios & Co	
Powan	—	—	Brit. str	1842	H. C. & M. Steamboat Co	
Rennis	Dec. 23	Aguirre	Span. str	695	Dunn, Melbye & Co	
Saghalien	Feb. 23	Homery	Fr. str	2690	Messageries Maritimes	
Saltee	Feb. 23	Arangaren	Fr. str	923	A. R. Marty	
Sea Gull	—	Haydon	Amr. str	48	C. Traders' Insurance Co	
Solombria	Nov. 16	Fowler	Brit. str	1992	Russell & Co	
Sumatra	Feb. 20	Fairtlough	Brit. str	1406	P. & O. S. N. Co	
Taichiow	Feb. 20	Jordan	Brit. str	862	Yuen Fat Hong	
Taiwan	Feb. 22	Wm. Cotter	Brit. str	1109	Butterfield & Swire	
Thales	Feb. 23	T. G. Pocock	Brit. str	820	Douglas, Lapraik & Co	
Tromp	Oct. 11	A. S. Ree	Dut. str	137	Ed. Schellhass & Co	
Whampoa	Feb. 19	Williams	Brit. str	1109	Butterfield & Swire	
White Cloud	—	A. Benning	Brit. str	652	H. C. & M. Steamboat Co	
Yottung	—	—	Brit. str	286	Chinese	
SAILING VESSELS.						
Andromeda	Feb. 11	Schaeffer	Ger. sh	1271	Captain	
Antioch	Nov. 25	J. Wyman	Amr. bk	356	Order	
Antoinette	Jan. 7	E. Th. Bunjo	Brit. bk	884	Order	
Bonito	Feb. 17	H. Haase	Ger. bk	524	Wieler & Co	
Charlotte	Feb. 19	C. Horn	Ger. bk	820	Melchers & Co	
Coloma	Dec. 20	C. M. Noyes	Amr. bk	832	Melchers & Co	
Constanze	Feb. 24	C. Jacobs	Ger. sh	954	Siemssen & Co	
Francisca	Jan. 7	Gontard	Ger. bk	358	Wieler & Co	
Goede Hoop	Feb. 22	O. Ornomson	Dut. sch	185	Ed. Schellhass & Co	
Haydn Brown	Oct. 15	Havener	Amr. bk	822	Russell & Co	
Hercules	Feb. 5	Lincoln	Amr. sh	1215	Order	
Jupiter	Dec. 25	C. Johannsen	Rus. bk	630	Arnhold, Karberg & Co	London
Loretto Fish	Feb. 3	Hyler	Amr. sh	1844	Russell & Co	S. Francisco
Lucia	Feb. 10	E. Crowley	Brit. bk	640	Adamson, Bell & Co	
Margarethe	Feb. 17	C. Poppe	Ger. sh	1228	Order	
Marie Louise	Feb. 18	A. Ercchsen	Ger. bk	442	Chinese	
Marie Louise	Jan. 21	Behring	Ger. bk	915	Melchers & Co	
Mount Lebanon	Sept. 16	C. H. Nelson	Brit. bkn	530	Chinese	
Nellie May	Nov. 30	A. Austin	Amr. bk	664	Russell & Co	Victoria, B.C.
N. Gibson	Nov. 3	T. C. Bailey	Amr. bk	704	Borneo Co., Limited	
Paul Riviere	Jan. 29	Mullons	Amr. sh	1787	Captain	
Penobscot	Jan. 21	O. G. Eaton	Amr. bk	1087	Russell & Co	
Printemps	Feb. 22	Guillard	Fran. bk	357	Carlowitz & Co	
Quickstep	Feb. 1	Jankohsen	Am. sch	402	Russell & Co	
Rachel	Feb. 3	Robt. Affisch	Brit. bk	282	Chinese	
Rambler	Feb. 22	C. Ficking	Amr. bk	1117	M. B. M. S. S. Co	
Sarah	Dec. 1	R. Johannsen	Amr. bk	628	Arnhold, Karberg & Co	New York
Siamese Crown	Feb. 23	Jorgensen	Siam. sh	500	Chinese	
St. Ideno	Nov. 30	Durand	Fran. bk	388